



Robert E. Fritz

1913

A LEAF FROM THE PAST

DIETZ

THEN AND — NOW

ORIGIN OF THE LATE ROBERT EDWIN DIETZ—HIS
BUSINESS CAREER, AND SOME INTERESTING
FACTS ABOUT NEW YORK

COMPILED BY HIS ELDEST SON

FRED. DIETZ

PRESIDENT OF THE

R. E. DIETZ COMPANY

CHICAGO

NEW YORK

LONDON

FOUNDED 1840

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By
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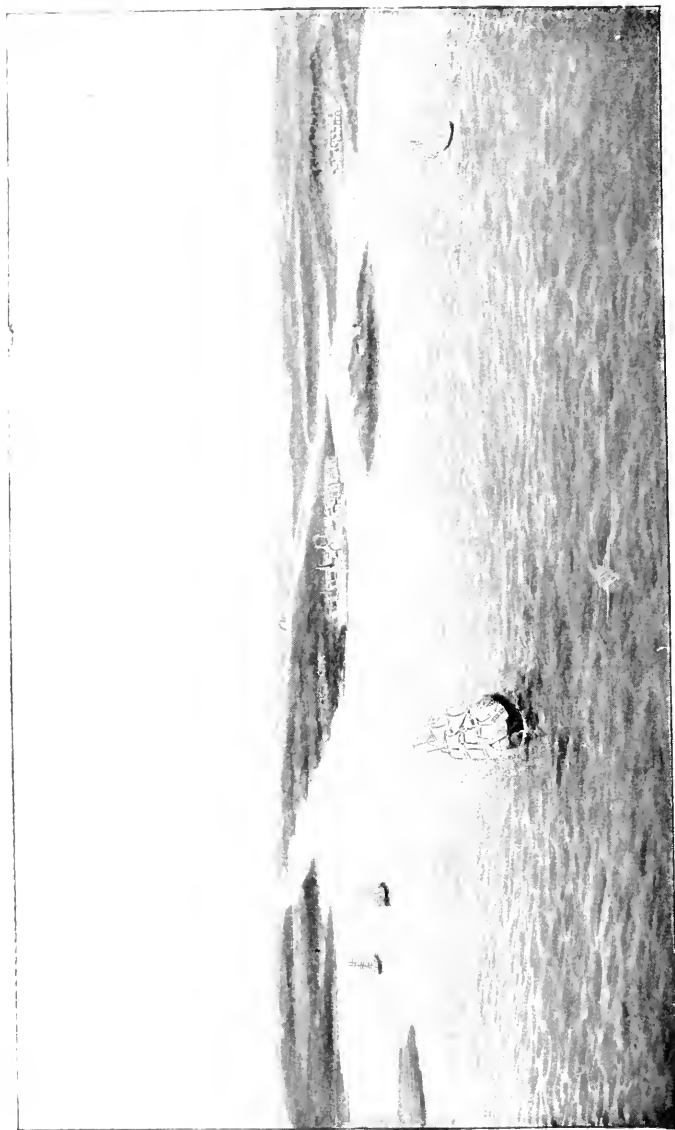
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INTRODUCTION

This book, issued by the R. E. Dietz Company, gives the origin of the late ROBERT EDWIN DIETZ, his business career, and some interesting facts about New York, dating back for a century and more.

Robert Edwin Dietz and his father, John Dietz, Jr., were born in New York City. His grandfather, John Joachim Dietz, came to this country before the Revolution, and spent the remainder of his life here.

These data have been compiled from the diaries and notes of the late Robert Edwin Dietz, and certain additions have been made by his eldest son, Fred Dietz, who is also a native of New York City.



(Courtesy of P. F. Collier & Son, Inc.)

PICTURE OF NEW YORK AS SEEN FROM THE HARBOR IN 1776.

A LEAF FROM THE PAST

ROBERT EDWIN DIETZ—HIS ORIGIN.

The following compiled from the diaries and notes of the late Robert Edwin Dietz gives his origin, history of his busy life, and some interesting facts about New York City in its early days.

I, ROBERT EDWIN DIETZ, have many times been asked my origin.

My father, John Dietz, Jr., was a native of New York City.

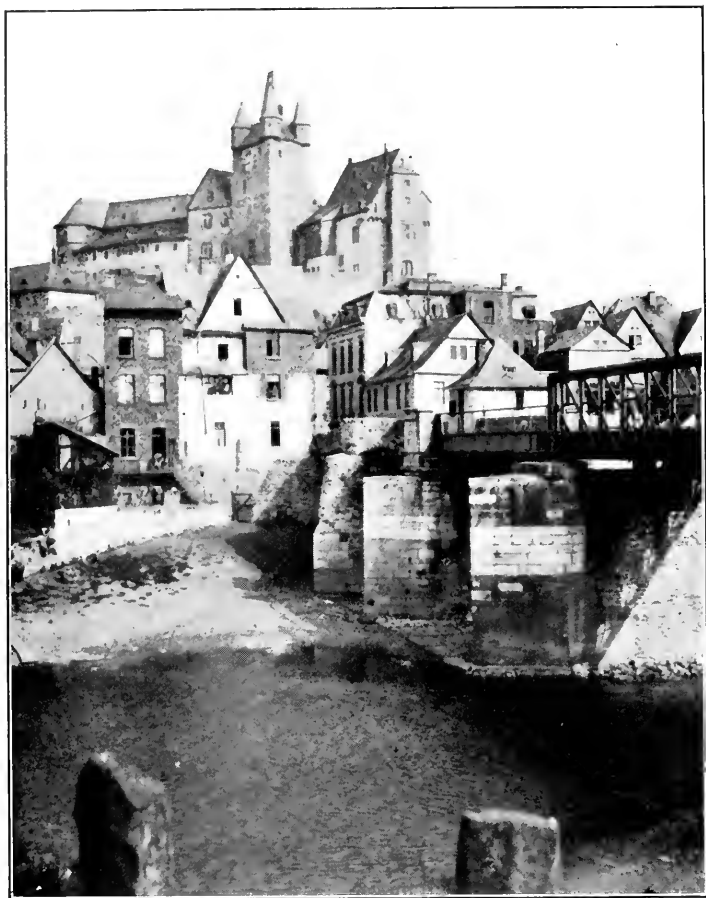
My grandfather, John Joachim Dietz, was born in Barr, France, a town situated on the German side of the Rhine, at the foot of the Vosges Mountains, about eighteen miles southwest of Strasburg. After the Seven Years' War, the Germans appropriated both sides of the Rhine, including Barr, his native place. Another account states that he was born at Barr, a town in Alsace, at the foot of the Vosges Mountains, at the entrance into the picturesque Ulrich Valley. He spoke both German and French fluently.

The earliest trace of the name "Dietz" is found in the little town of Diez or Dietz, in Prussia (Hesse-Nassau). From existing records, it would appear that the name DIETZ was originally "DIEZ."

The town of Diez or Dietz is on the River Lahn, a tributary of the Rhine, and nineteen miles east of Coblenz.*

* There is also a town of Dietz in the United States in Sheridan County, in the State of Wyoming, possessing prosperous coal mines.

Grandfather John Joachim Dietz.—My grandfather was a leather dresser by trade, and while a young man he and his two brothers, William and Andrew, left their native place on



The DIEZ or DIETZ CASTLE.

With Buildings at Its Foot;

Situated on the River Lahn, as it now appears.

This Castle was built during the middle of the eleventh century.

the Rhine and started out to seek their fortunes in the "New World." They arrived in New York before the Revolution. On landing in this country, my grandfather followed his trade of leather dressing. He established a tannery in the locality

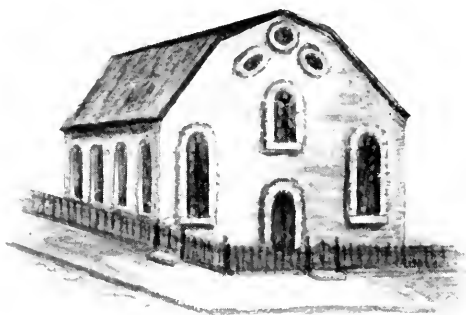
which is now the corner of Spring and Wooster Streets, and later a glue works in Magazine Street. His brother William went to the northern part of the State and joined the Conti-



AN OLD HOUSE AT THE FOOT OF DIEZ OR
DIETZ CASTLE—1913.

mental Army. William proved to be a good soldier and was made a Captain. His brother Andrew became a sutler in the Army in New York, and (it is supposed) was accidentally drowned, as his body was found in New York Bay with money and papers untouched.

My grandfather, John Joachim Dietz, was married in New York City on Nov. 2, 1790, to Mrs. Mary Frederica Andes who, like himself, came from the Rhine country. The ceremony was performed by the Rev. John C. Kunsie, in the German Lutheran Church, at the corner of William and Frankfort Streets. This church, a stone structure, was built in 1767. It was named "Christ Church", was also known as



GERMAN LUTHERAN CHURCH
Site of William and Frankfort Streets.
Erected 1767.

the "Old Swamp Church", and its title was afterwards changed to the "German Lutheran Church." The congregation later worshiped at Walker Street, east of Broadway.

My grandmother's maiden name was Mary Frederica Rhinelander. The parents of Miss Rhinelander wished her to marry a rich old Baron who had large vineyards near the Rhine. She was furnished with money for her wedding, but as she disliked the old fellow she decided to leave home and friends and used the money to pay her passage to the "New World" to choose for herself. She married a Mr. Andes in New York. He had come to the New World in the same party with Miss Rhinelander. They lived happily until his death.

Family of John Joachim Dietz.—The following seven children were born to my grandfather and grandmother:

John Dietz, Jr., my father, who was born in New York, July 16, 1791; married Miss Sophia Meinell.

Michael, born Feb. 9, 1793; married Miss Hannah Clinch.

Elizabeth Margaretta, born Feb. 26, 1795; never married.

Catherine, born Oct. 13, 1797; married David William Molenaar.

Mary Elizabeth, born May 20, 1800; married Dr. William Molenaar.

Andrew, born Feb. 16, 1802; married Miss Sarah Sears.
(Andrew Dietz was the inventor of the Dietz hames.)



(Picture taken September 1, 1913.)

THE OLD DIETZ HOMESTEAD.

Burlingham, Sullivan County, N. Y., built nearly 100 years ago.

George, born May 13, 1803; married Miss Louisa Clinch.

All of my grandfather's children were baptized in the German Lutheran Church, corner of William and Frankfort Streets.

Some time prior to 1820, my grandfather built a home for his two older sons, John, Jr. (my father), and Michael, at Burlingham, Sullivan County, N. Y., where he established them in the tannery business. Our family resided there until

about the year 1838, four of my brothers and two of my sisters being born there.*

Burlingham is situated at the foot of the Shawangunk Mountains, and while the town has been in existence since Revolutionary days, it in all probability is not as large at the present time as it was in 1820.

Grandfather and Grandmother Dietz died at the Molenaar Homestead in Harlem, and were interred in St. Luke's Cemetery at Hudson, Leroy and Clarkson Streets. When this burial-ground was turned into Hudson Park by the city authorities, their remains were removed to the German Lutheran Cemetery, near Middle Village, Long Island.

I remember Grandpa Dietz from the time I was a mere child. Very early in life I learned to read, and at the age of six Grandpa Dietz asked me if I could read. Father said I could read a chapter in the Bible for him. I was placed on a high-chair, and with the Bible before me I read a chapter, and Grandpa gave me a dollar, an incident which I have never forgotten.

Grandfather and Grandmother Meinell.—My grandfather on my mother's side, George Meinell, was of German origin. He married a Miss Ann Spolding, who was born in Worcester-shire, England. Grandma Meinell's father was a surgeon in the British Army. He was a large landowner, was fond of horses, and had large herds of cattle and flocks of sheep on his farm. His farm fronted on the King's highway, and one day a passing coach halted in front of his place, and the passengers, calling him from the field, told him that a mounted robber had taken their valuables. Farmer Spolding replied: "If you will tarry a while, I will catch the rascal." With that he mounted a horse, followed and overtook the robber and tumbled both horse and rider into the ditch at the roadside. He brought the robber back to the coach and the passengers took him to London. The capture was reported to the King, who commanded Farmer Spolding to visit him. When he

* At this writing, the old Dietz Homestead, shown on preceding page, at Burlingham, is still standing, and probably no change has been made in it, except by age, since the time it was occupied by the Dietz family.

appeared before the King and recited his story of the capture of the robber, the King was so highly pleased that as a reward he gave him the exclusive right to run coaches over the downs forever, and the right remained in the Spolding family until extinguished by purchase by a railroad.

Grandfather Meinell was born in Germany in 1738, and my grandmother, Ann Spolding Meinell, was born in England, Aug. 5, 1751. They were married in England in 1770, and thirteen children were born to them, all (with one exception) in England, as follows:

Family of George and Ann Meinell.—George Meinell, born Oct. 24, 1773, at Lewisham, in Kent. Deceased Dec. 16, 1774.

William Meinell, born Nov. 10, 1775, at Lewisham, in Kent. Deceased Nov. 10, 1861.

George Meinell, 2nd, born Apr. 24, 1777, at Lewisham, in Kent. Deceased Oct. 16, 1798.

Alexander Meinell, born Mar. 6, 1779, at Lewisham, in Kent. Deceased June 24, 1781.

Thomas Meinell, born June —, 1781, at Coventry Cross, Southwark. Deceased June 17, 1781.

Mary Ann Meinell, born Nov. 2, 1782, at Mitcham, Surrey. Married John Meyers, in Harlem. Deceased Feb. 22, 1872.

Elizabeth Meinell, born July 29, 1784, at Mitcham, Surrey. Deceased Aug. 23, 1784.

James Meinell, born July 25, 1785, at Mitcham, Surrey. Married Madelane McDanel on Mar. 1, 1807. Deceased July 3, 1865.

Thomas Meinell, 2nd, born Mar. 12, 1787, at Mitcham, Surrey. Married Ann Blauvelt May 14, 1808. Deceased at Jamaica, W. I.

Sarah Meinell, born Feb. 16, 1789, at Mitcham, Surrey. Married Samuel Dunbar Sept. 12, 1807. Deceased Mar. 14, 1879.

Charlotte Meinell, born Sept. 21, 1791, at Mitcham, Surrey. Deceased Sept. —, 1798.

Sophia Meinell, my mother, born July 10, 1793, at Mitcham, Surrey. Married John Dietz, Jr., July 10, 1813, at Harlem, New York. Deceased Dec. 10, 1856.

Ann Meinell, born — —, 1797, in New York. Deceased Oct. 15, 1798.

Samuel Dunbar (who married Sarah Meinell) was an architect and builder. He erected many buildings for the first John Jacob Astor, and built the first row of French style of dwellings in New York, for a wealthy Frenchman named Depau, on the south side of Bleecker Street, between Thompson and Sullivan Streets, known as "Depau" row. A. T. Stewart lived for many years in Depau row before he moved to Fifth Avenue and Thirty-fourth Street. Dr. Valentine Mott, a pioneer in surgery of world-wide fame, who, for fifteen years was a consulting surgeon of Bellevue Hospital, also lived in Depau row when it was a centre of wealth and fashion.

Samuel Dunbar also built the house of Washington Irving at Sleepy Hollow, just north of Tarrytown. It was here that Irving laid the scene of his immortal story, "The Legend of Sleepy Hollow," a short distance north of the spot where Major John Andre, the British spy, was captured while on his way to New York with plans of West Point in his possession.

Where Grandpa Meinell Resided in London.—In 1780 Grandpa and Grandma Meinell resided in London, on the same street with Lord George Gordon, during the Lord George Gordon Riots, that occurred on June 8th and 9th of that year. At Grandpa's request, soldiers and cannon were placed there to defend his house against the rioters. Every person who ventured into the street was compelled to say, "No Popery!" and "Success to the Government!" Grandma Meinell had Catholic neighbors who were afraid to venture into the street. She went to market for them, bought cockades, and pinned them on their hats as a sign of loyalty. Before the riots ceased, thirty-seven fires were burning in London. Gordon was arrested and tried for treason. He was believed to be insane, and was finally placed in prison, where he died of brain fever.

During the year 1780, Grandfather Meinell made and exhibited in London the first over-shot water wheel. One quart

of water would cause it to revolve continuously during twenty-four hours. All wheels in use in England at that time were what were called "breast" or "under-shot" wheels.

When Grandfather Meinell Came to New York.—In 1795 Grandfather Meinell visited Germany to secure monies devised to him by a relative, and while away his partner defrauded him. He came to New York the following year, 1796, and resided in William Street.

In 1798, when the yellow fever was epidemic in New York City, Grandfather Meinell's son George, 2nd, and his youngest daughter, Ann, died with it, and were interred by the city authorities in the public burying ground, where is now Washington Square, at the southerly end of Fifth Avenue, south of Waverly Place. Grandma was also taken with the fever, but recovered. She was not made aware of the death of her son George and daughter Ann until she had partly regained her health.

Grandfather Meinell's Home in Harlem.—About the year 1812 Grandfather Meinell took up his home in Harlem Lane, now part of St. Nicholas Avenue, at 118th Street. When Grandma Meinell came here from London, she brought with her twelve elegantly carved mahogany chairs. They were moved from place to place, and after she gave up house-keeping it was thought the chairs were too old-fashioned to please modern tastes, and they were placed in the barn at Harlem and left there until the space was needed for hay. They were then piled one on top of the other under some tall lilac bushes which grew under the overhanging rocks on Harlem Lane, until they were weather-beaten and fell apart. They were then cut up for fire wood. Only one was saved, to be used as a chair for the sick. It was finally seen by an old furniture dealer, who offered seventy-five dollars for it.

Grandpa Meinell was very fond of flowers and passed many of his later years attending his garden at his home in Harlem. He planted numbers of trees by the roadside to make shade for those who might live after him. He was often told by his neighbors, "You won't live to enjoy the shade of those

trees," and he would reply, "I do not plant for myself, but for others." He was pleased to have his neighbors visit his garden and admire his plants and flowers. He passed away at his home on Harlem Lane, on March 18, 1825.

John Meyers' Farm.—My grandmother's eldest daughter, Aunt Mary Ann Meinell, was married to John Meyers in



John Meyers' Farm House, Harlem, which stood on what is now the northeast corner of Eighth Avenue and One Hundred and Thirty-third Street, from 1835 to 1897. The farm was purchased by him in 1825 and contained thirty-five acres.

Harlem, and grandmother loaned him the money with which he bought a farm in Harlem, during the year 1825. It contained about thirty-five acres and extended diagonally from

133d Street and Eighth Avenue to the Harlem River. It adjoined the "Archibald Watts" Farm. Here he erected a house in 1835. The first decorations in this house were done by a German painter. The centrepiece of the living-room was a beautiful butterfly painted from a live one caught in the garden. The colors were blue and gold. The deep border on the walls was ornamented with roses in wreaths of lace



(From daguerrotype taken about 1855.)

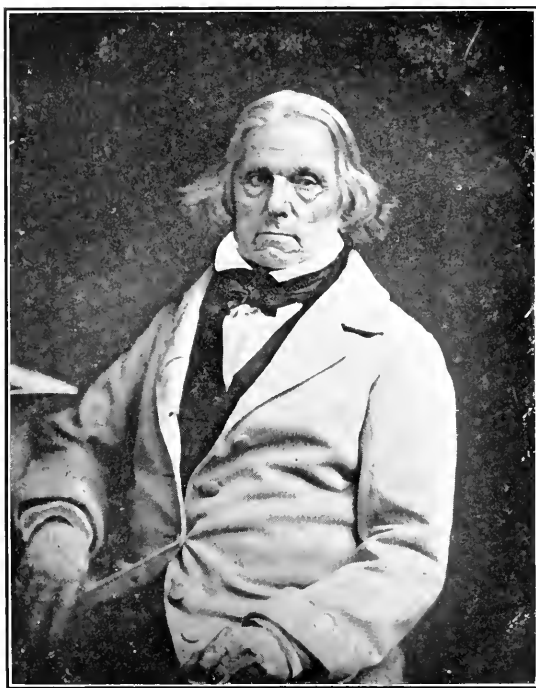
MARY ANN MEINELL MEYERS.

in deep hanging festoons. The painting remained bright for forty years.

I was always fond of walking, and when young, often took long tramps in the country on pleasant Sundays. Before I was married I frequently started out on a Sunday morning from where I boarded in Maiden Lane and walked to my uncle's farmhouse, in Harlem, arriving in time to take break-

fast with them, and returning home via the Third Avenue Horse-Car Line.

Aunt Mary Ann Meinell Meyers, daughter of George and Ann Meinell, died in her Harlem home, Feb. 22, 1872. The farm then became the property of my eldest brother, John George Dietz, who cut it up into city lots and sold it at auction. In 1885, I (R. E. Dietz) purchased at foreclosure sale eight full lots on the Avenue, where the house stood, and ten lots in the



(From daguerreotype taken about 1845.)

WILLIAM MEINELL.

rear of these, five facing on 133d Street and five facing on 134th Street; and resold them, in 1895, for 205,000 dollars.

Aunt Mary's brother, William Meinell, when visiting his old home in England, after an absence of about sixty years, wrote a long and interesting letter to her at Harlem, under date of June 13, 1855. It is a remarkable specimen from the fact that at the time of writing he was eighty years of age, and

it was written with a turkey quill pen, on plain, unlined, double-sheet letter paper, 7 x 9 inches, with 46 lines to a page, containing 2,816 words. Original letter is here reproduced:

A Remarkable Letter Written in the Year 1855, With a Turkey Quill, by William Meinell,
an Octogenarian.

Dear Sister— I received your favour dated April 13th but being very unwell at that time, and the weather quite unfavourable, I laid it aside, resolved to take your advice and live in hopes of better times ——— The storm & snow-travel while following up that road Wright, has done permanent injury my lungs, they have been tender and irritable ever since, and when the cold weather came on, my cough night and day became very distressing ——— I have lately compounded a medicine which has given me great relief, and therefore you shall have the receipt for the benefit of whom it may concern ——— Take four large roots garlic, peel and crush them, and stew them for half an hour in something less than a pint of water, keeping the vessel close stop'd all the while, then add the juice of two lemons, a quarter of a pound of honey, half as much olive oil, and one and a half dram of nitre, mix well up and strain, then add four or five spoons full of rum or other spirits to prevent its spoiling; keep it close stop'd, and take half a spoonfull three times a day ——— People here say the past winter was the coldest they have had for forty years, but I have experienced many colder during that period, there was five weeks frost, during which the average cold was 29½ degs. All winters are too cold for me, and obliges me to stay in the house; night and day that old great-coat was my constant companion, but the ice in the parks where, crowded with people, and even the ladies buckled'd on their skates and made the flowers fly: It took a week to snow two or three inches deep, and that was all we had. After all, it is to be regretted that the deep snows and early springs, and long summers, come no more, from which cause the abundance of ripe fruit, and rich sides of former times, are seen no more ——— Some think the world is warming out, others that the sun is sick, but many receive

again some centuries hence: they say also that the ocean has grown colder within the last seventy years; whatever the cause may be, the effects are not confined to any one country, but extend in some degree the world over — Mr. Tindal Owers expects the millennium to commence this very year, to help it along, he advertises a machine that when set a going will kill and destroy, at the rate of seventy-five thousands in an hour, so peace and goodwill is to be introduced by killing off all the present inhabitants — Mrs. Marshall and my lady Goodrich have returned from France, the lady much improved in health, and able to attend the Bazaar balls, and entertainments, but a great deal of the element of midnight balls, breathing gas and contaminated air, with the most stimulating food and drink, is very hard on a delicate constitution, but a residence for a few months on the mountain side, among sheepherds and vineyards, with the natural sleep, and plain diet, peace and repose, soon produces a revival; by which my youngest, your high forbearance may continue to live almost as long as other folk — Mrs. Marshall gets twenty pounds a year for writing on my lady, and fifty dollars; twelve shillings a week to buy her beer, then is sending one hundred and fifty dollars; twelve guineas of beer is thought a very moderate quantity here for a lady's maid, but as Mrs. Marshall is not a beer drinker, she gives most of the money to two of her sisters who stand most in need of it; this shows a kind feeling, and is more than every sister would do, for she does not know how soon she may be in want of it herself. Elizabeth is a good deal better, the pain and sickness in the head has nearly left her. They all desire their love to you, believing that you are not unwell of them — You will understand from what I said above, that I have not gone much about for some time past, but last week I was tempted by the fine weather to resume my explorations,

from the public road, but this would not suit Bonhomme, nor many other people in America: I well remember, when I first came to New York, there was a fine row of houses across the river people were in, but at that time it was out of town; there was two curious little buildings; ~~the~~ rather wide apart in front of this house, with pointed roofs, which puzzled me much to know what they could be made for, but when I enquired, I was told with a knowing smile at my simplicity: "why one is for the use of the family, and the other for the servants!!" — I was now anticipating a beautiful walk through an avenue of tall scotch firs on one side, and bushings on the other, which was once so beautiful; for love and contemplation made, but it turned out to be like the flea under the Frenchman's thumb, for when I came to it, it was not there, but instead a gang of dirty sail-sew diggers, eating their dinner, and smacking their dirty pipes, however we must take the rough with the smooth in this life, and we should thank well be some, to take it a very great improvement. It was not long before I reached Mitchell's bridge, and was delighted to find no machine improvement had as yet spoiled its beauty. The water-wheel of the old mill-wheel was going merrily round just as I had left it, three score years ago, the beautiful stream was eddying on the river looking as proud as ever, the birds were singing merrily in Lomb Lombelino's park on the opposite side of the road, but he has long since passed away and will leave them no more for ever. From this spot I knew there was a foot path through the fields to Beddington Corner, and a most delightful walk it proved to be, the fields were in full bloom, and covered with butterflowers, daisies, primroses, violets &c. and knew: from bridges, filled the whole atmosphere with the most delightful perfume. you can catch the violets long before you come near enough to see them, if the wind blows toward you.

I crossed three well known stiles for I had ^{crossed} them very often long time ago. There is a triangular stone set up, where the three parishes of Stetcham, Morden, and Coates = halton join together. I wished to go to all these villages at once but I thought that what's impossible can never be, and very seldom comes to pass. I came out of them beautiful meadows close to the place, where you first opened your eyes to the light of day. I found the old house still standing, but seemingly very much neglected, as indeed in the case with the whole neighbourhood since our time, but there is said to be about forty millions dollars worth of tobacco (duty included) to be smoked (principally by the lower orders, (where it began with upper class in James 1st reign) this leaves but little time, or indeed inclination for ornamentation. I walked past the front of the house and round into the gardens, but we once came out, and my curiosity did not extend to the interior. There where the remains of some of the young apple trees which father planted, and left soon after they had begun to bear, they are now worn and by age and perhaps bad weather, and ought to have ^{long} since been removed long ago. The plum tree in your front the end of the house, and the pear tree from the disjoining, but the greater time that father planted still spreads over the front. The farm yard is changed into a terraced garden.

— The only beautiful objects now remaining, are the two large ash trees standing in the field behind the house, there wanted no attention, but needed to be left alone. They are very large noble trees, but no longer, nor in appearance any older than they were seventy-five years ago, they looked just in their prime then, so they do now, their leaves are incessantly quivering with the slightest breeze, but when the wind is strong they make a dismal roaring: The ecclesie legends say that the cross of Christ was made of this wood, which set the leaves a quivering, and they have been trembling ever since — Mother had

some ghost stories from westerns, and Father some from Germany, more terrible still, for they were not of the quiet sliding kind, but they came with thunder, wind and fire, and shook the strongest castles to their foundations, so this belief came to be a part of my creed, for I had not then found out, that people could seriously tell one thing and at the same time think another. So on many a dreary night in autumn, when the smaller children were put to bed, Father and Mother gave out for an evening visit, and I alone kept to mind the house, the passing of these times was terrible and awful. But these wretched superstitions have all vanished, and nothing remains but love and admiration for the supreme beauty of these old times — The Old Mill had now to be inspected, the grounds presented the same neglected appearance, the beautiful garden that ran ^{up} the bank of the river, was entirely gone, and nothing ^{ever} heard that it was ever there. There was a pair of beautiful swans in the river, with fine siglets to be found of. Nature may fluctuate but still is always for survivors to eat. The old ^{mill} itself looks as if it has never been touched since Father left it, the frame is so very strong and massive that altho' it may twist by the sinking of the foundation somewhat yet it seems strong enough yet to last for ages to come. Bin's flour mill opposite looks more faded on the outside, but I did not go into it. They are better probably the oldest mill now on that river. — I now travelled on past Beddington Green, and went by way of Wokingham to Chesham. This village has long been a favourite residence for the upper ten thousand, and how many miles of brick walls it contains. I should be curious to know. It is quiet, and small, kept in good order, and if you would know what sleeping hollow really means, you may find a long evening here — walls and ivy, ivy and walls, clean spring water, big old trees &c. This lays at the foot of Boxstead

Down, and up the big old trees would stand out of the way you might see the spire of Bonsted Church. There have always been a Sumpf-Mühle, a Fleiss-Mühle, and a Säge-Mühle here, but they are so very quiet, and so enveloped with trees and flowering shrubs, that you might very well pass through without seeing them. There are a few children too but they are no screamers, so you can hear the birds sing all day long; for there are no shooting dogs or a few there are, quiet fellows, and the head of the Man or sagittated all fish that don't weigh half a pound must be put back again. My brother caught a trout there that weighed seven pounds and a half; but this was a rare chance — Well a mile and a half more will take me to Beidingen, and now I am there. I find the Old Church has undergone some renovations on the outside, and considerable alterations on the inside. but still it looks unmarred, and with the surrounding objects and scenery in the background and beautiful spot, that I have yet visited, and looking long to see again so, as it is out of the way of all travel and traffic. I suppose they could not help clearing the tower of the Church of the way, but for stopping up the holes where the Garkelans build their nests, I once there a judge; why I used to listen more to the deans in the tower, than I did to the persons in the pulpit, and perhaps I understood the one as well as the other. The eastern end of the Church appears not to have been touched, there is a fine old window there, that is so completely covered with ivy that not a piece of glass can be seen, but it looks very beautiful from the inside of the Chancel, all the old oak pews, that were so high, and so highly polished and carved. have been taken away, and low painted ones substituted; perhaps they found out that there was no use in praying, unless every body could see them at it. There is an Organo kilnwind, and what has become of their old leather-throated Christians, who were so entertaining to me formerly, they are no doubt.

all quiet enough now in the good outside. The old fort is still there, out of which, your sweet innocent face was spinned, when you was first taken into the bonds of Christ's flesh; it is now seven hundred years old, and it is not distinguished by foliage, or freshness any longer. The yew tree in the Churchyard looks neither older nor younger. The stem is solid and straight for almost seven feet from the ground, it then separates into fifteen large limbs, and afterwards into more branches than can be easily counted. The wall of St. Nicholas Church's garden fence one side of the Churchyard, it is loaded with ivy, lying now about three hundred years old, without any symptoms of decay, is a sufficient proof that this ^{fort} has to build brick walls in these longed times. There are no more deer kept in this park. The Elm, Walnut, and Horse Chestnut trees, very large, I measured one of the latter kind, now in full bloom, which was fifteen feet in circumference, and there were others as large of each species. The shades of evening were now approaching, and my feet were so tired, that I began to think where I would go for a night's lodging; for a dinner something had told me there was no stage from Carlisle, which was my surprise then on coming out of the park to see a stage coming along, which I should not have seen if I had been ^{one} minute later. So I returned to town on the same day which I was expected to do, for indeed I went over more ground than could be well drained in so short a time. I have wrote this letter with an old looking quill that I stole from Mr. Ship at the book shop. If the paper is not full enough, send it back again to be returned. Give my love to all friends, and believe me to be your affectionate brother. William Mearns. June 13th 1855.

No. 24 Grosvenor Street, Portman Square. London. My fingers are cramped and my wrist aches by

Grandma Meinell.—Grandma Meinell was one of Nature's noblewomen. Throughout her life she was thoughtful, determined, persevering, full of English pluck, and had a presence suited for the highest station. Her face was of the Roman type, grand even in her old age. I will relate an instance of her will-power. It was Christmas Eve, about 1836 or 1838, when Christmas was honored by both old and young more than at the present time. While the family were preparing for the evening festival, Grandma repeated ancient Christmas stories, and "snap dragon" was prepared (raisins in a dish of burning brandy or alcohol). The lights being removed, all gathered about the table and plucked the raisins from the flaming dish, and by a quick motion placed them in their mouths without burning their fingers. The darkened room, the blue flame and figures standing about, gave a weird and uncanny look to the scene, as each one would convey to his (or her) lips the hot fruit from the dish.

When the evening had passed and the hour for retiring arrived, Grandma inquired if any one could recollect what occurred in the room the previous Christmas Eve. No one could answer. Grandma then said, "I will tell you. The question was, 'Can any one, old or young, abandon a bad habit?' George, my husband, practiced the German habit of snuff-taking, and I often requested him to abandon it. He would then say, 'Take a pinch; you don't know the comfort you will gain,' and I commenced by taking a pinch now and then, and the habit soon grew on me and I became fond of it. But on the eve of last Christmas, after all had retired, I took my snuff-box from my pocket, and, taking the bean from the box, threw the snuff into the fire, replaced the bean and put the box back in my pocket, and I have waited until now to show the young folks that I could abandon a foolish habit of many years." She then took the box from her pocket and said, "I have not used snuff since last Christmas, and I will not use snuff again while I live."

Grandma Meinell had a most retentive memory, being able to repeat in her old age the English songs learned in her childhood. After reading a book she could rehearse all the

good points in a way that was both charming and entertaining. She came of a long-lived family. She told me that several of her relations lived nearly 100 years, and two of them over that age. She died in her nintieth year, on March 15, 1841, at the home of her daughter, Sarah Meinell Dunbar, in Mulberry Street, near Bleecker, having been stricken with paralysis.

Grandfather and Grandmother Meinell were interred in St. Michael's Church yard, corner of Tenth Avenue and Ninety-ninth Street. In December, 1889, the vestry of St. Michael's having decided to do away with the old church building, notified all parties to remove the remains of their relatives from the churchyard, and on March 18, 1890, I transferred the remains of my grandparents, George Meinell and Ann Spolding Meinell, to my lot, No. 16,700, on Ocean Hill, in Greenwood Cemetery. The slab covering their grave has the following inscription:

Sacred
To the Memory of
GEORGE MEINELL,
A Native of Germany,
Who Departed This Life
On the 18th Day of March,
In the Year of Our Lord,
1825, in the 87th Year
of His Age.

Also
To the Memory of
ANN SPOLDING,
Wife of George Meinell,
A Native of England,
Who Departed This Life
On the 15th Day of March,
In the Year of Our Lord,
1841, in the 90th Year
of Her Age.

John Dietz, Jr., and Wife.—My father, John Dietz, Jr., married Sophia Meinell (a native of Mitcham, Surrey, Eng.),

in the Dutch Reformed Church, Harlem, July 10, 1813. They had a family of ten children:

John George Dietz, born in New York, Dec. 26, 1814.

William Henry Dietz, born in New York, May 29, 1816.

Robert Edwin Dietz, born in New York, Jan. 5, 1818.

Alfred Meinell Dietz, born in New York, Sept. 28, 1819.

Mary Ann Dietz, born in Burlingham, N. Y., July 23, 1821.

Samuel Dunbar Dietz, born in Burlingham, N. Y., Aug. 17, 1823.

James Meinell Dietz, born in Burlingham, N. Y., May 26, 1825.

Sophia Ann Meinell Dietz, born in Burlingham, N. Y., Oct. 29, 1828.

Michael Alexander Dietz, born in Burlingham, N. Y., Aug. 2, 1830.

Mary Elizabeth Dietz, born in Burlingham, N. Y., May 9, 1835.

Although I was the third child and considered the most delicate one of the family, I outlived them all.

My father, John Dietz, Jr., was fond of horses, and, having spent much time and money caring for horses he owned, he advised me never to keep more than I had absolute use for. The day he married, he rode to his bride's home in Harlem on horseback.

As a boy, I can remember father experimenting with different forms of horseshoes, and I have a United States patent that was granted to him April 22, 1831, for an improvement in horseshoes. It bears the signature of Andrew Jackson, then President of the United States, and also the signature of Martin Van Buren, who was then Secretary of State.

My first keen recollection of my mother dates back to the time when I was but a very small child. During the year 1820, our family were living in Burlingham, Sullivan County, N. Y., in the house built by my grandfather, John Joachim Dietz, and in the summer of that year my younger brother Alfred was very ill. The doctor advised that he be taken to New York. This was done, but he died shortly after. When mother returned after the burial, I was anxious to know why she had not brought Alfred home with her. She told me that God had taken him up to heaven, and while

caressing me she would grieve and shed tears. I could not understand her meaning and asked, "Why did He take him?" and "Would He bring him back?" All my questions increased mother's grief, and I supposed she was sick and had an aching head, while she sat upon the bedroom floor looking over Alfred's clothing and resting her head on the bureau drawer. In this position she would grieve intensely under my questioning, and I strove to comfort her by placing a strip of brown paper on her forehead, as I had seen her do when my father was ill with a severe headache.

The recollections of my mother's grief at that time are indelibly fixed in my memory. Her sorrow caused me to think, and I am glad that I was compelled to think so early in life, and was thus taught to use the faculties which all possess, but which all do not use in the way most advantageous to them.

My father, John Dietz, Jr., died Oct. 10, 1854, at Hempstead, L. I., and my mother, Sophia Meinell, died Dec. 10, 1856, at Harlem. Both were buried in my brother Samuel Dietz's plot in Greenwood Cemetery.

Social Centres of a Century.—"Bowling Green" is at the lower end of Broadway. The iron fence surrounding it was imported from England during the year 1771. The fence and foundation cost 800 pounds. The city's social centre, in 1820, was at the lower end of Broadway, "Bowling Green."

Note.—From that time up to 1910 the changes have been as follows:

1820—Broadway and Bowling Green.

1830—Broadway and Barclay Street.

1840—St. John's Park.

1850—Bond Street and Lafayette Place.

1860—Washington Square.

1870—Fifth Avenue and Twenty-third Street.

1880—Fifth Avenue and Twenty-ninth Street.

1890—Fifth Avenue and Thirty-fourth Street.

1900—Fifth Avenue and Forty-ninth Street.

1910—Fifth Avenue and Fifty-ninth Street.

The Oldest Landmark.—Fraunces' Tavern, Broad and Pearl Streets, is probably the oldest landmark in the city. It was

built by Stephen De Lancey in the early years of 1700. In 1762 Samuel Fraunces, innkeeper, bought it. At this place, in 1768, the Chamber of Commerce was organized, in the "long room," where, in 1783, Washington bade farewell to his officers, John Cruger presiding.

In the early days of the city, the section around Bowling Green was a popular part of New Amsterdam, afterward called New York. It was the court end of the town. At this end of Broadway, to the west, the buildings in the neighborhood were substantial two-story affairs. Some of them stood the ravages of nearly a century and a half of time. Among the noted people of New York, who lived on Broadway opposite Bowling Green, in Colonial times, were members of the Livingston, Verplank and Van Cortland families. Before the beginning of the last century, the following were residents of the block: No. 1, Mrs. Loring; No. 3, John Watts; No. 5, Chancellor Robert R. Livingston; No. 7, John Stevens; No. 9, Elizabeth Van Cortland; No. 13, Mary Ellison, and No. 11 was the Atlantic Garden.

Broadway of Early Days.—In the early days, Broadway (now probably the longest street in the world—fifteen miles in length) extended only from Bowling Green to Vesey Street. For ten blocks north of that point, it was called "Great George Street," in honor of King George III. As it stretched further northward, it went through farms and wild lands. After 1794, the part known as "Great George Street" was changed and made a part of Broadway. In 1709 it was only paved as far as Maiden Lane, and not until 1842 was the pavement extended as far north as Fulton Street.

Under the early Dutch rule, what is now lower Broadway was little better than a dusty or miry cart-road. The old Dutch called it "De Heere Straat" (chief street). In 1665, after the English snatched New Amsterdam from the Dutch, they renamed it "New York" as a compliment to James Stuart, Duke of York, whose brother, Charles II., granted him the territory. They also changed the names of many of the streets which were hard for the English tongue to pronounce. Thus "De Heere Straat" was changed to "Broadway."

How the City Was First Lighted.—New York was first lighted in the following simple way: "Under date of Nov. 13, 1691, a resolution was passed, compelling every house-keeper within the city, on other than moonlight nights, to display lights in their windows, fronting the respective streets of the city, according to such manner and rule as directed by the Mayor, two Aldermen and two assistants, under the penalty of ninepence for each night of default, and on Dec. 2d of that year it was ordered that every seventh house should hang out a pole with a lantern and candle, and the said seven houses to pay an equal portion of the expense."

First Printing Press.—It was in 1693 that the first printing press was set up in New York, and the first newspaper printed. At No. 81 Pearl Street, a tablet was placed by the New York Historical Society to commemorate the fact that the first printing press in the city was set up there by William Bradford, and another tablet on the Cotton Exchange commemorates the fact that on that spot Bradford issued his New York Gazette in 1725, the first newspaper in the city. It ceased publication in 1742. This locality fairly teems with historical importance in connection with the growth of New York.

First Fire Department.—In the year 1731, the first step to organize a Fire Department for this city was taken. The equipment consisted of a few leather buckets, fire hooks, poles and ladders. Permission was then given to order two fire engines from London. When these engines arrived the following year, they were placed in the City Hall. They drew water from cisterns. It required twenty-four men to make up the regular force of fire fighters, as twelve men were required to work the engines. During the year 1837 an engine house was built in Broad Street, and then the first regular Volunteer Fire Department was organized. Its members were excused from performing military duty and from serving as Constables or Jurors. The Volunteer Fire Department continued in existence until 1865, when it was disbanded and the paid department installed.

New York's First Theatre.—The first theatre in New York was opened March 5, 1750, in what was then known as Kipp Street (on the site of what is now Nos. 64 and 66 Nassau Street), between John Street and Maiden Lane. The first performance, "Richard III.," commenced at 6:30 P. M.



(Courtesy of J. B. Lippincott Company.)

ST. PAUL'S CHAPEL,
Broadway, between Fulton and Vesey Streets.
Erected 1766.

St. Paul's Chapel, one of the earliest houses of worship in New York, occupies the block front on Broadway, between Fulton and Vesey Streets, and the grounds extend back to Church Street. It will be noticed that the steeple is at the westerly end of the church, and I understand that it was

placed there to comply with an old tradition of the church that the chancel and altar should be in the easterly end.

After George Washington was inaugurated President of the United States, on April 30, 1789, the President, Senators, Representatives, heads of departments and many others proceeded to St. Paul's Chapel, where prayers suitable for the occasion were read by the then recently elected Bishop of the Protestant Episcopal Church in New York, Dr. Provost. These services over, the President was escorted back to his own home.

In Washington's diary from 1789 to 1791 is the entry, as regularly as Sunday comes around, "Went to St. Paul's Church in the forenoon." Over the Washington pew is the seal of the United States, and opposite, marking the pew of Governor George Clinton, is the coat of arms of New York State. The church organ was built in London in 1802.

New York Exports in 1790 and To-day.—At the end of the year 1790, exports from New York, amounted to but \$2,505,465.

(Note.—Washington, D. C., reports this year (1913) show that from the year 1880 to 1913 agricultural products sent abroad grew in value from \$694,000,000 to \$1,200,000,000, an increase of 70 per cent. Manufactured products exported in 1880 were valued at \$122,000,000, in 1913 at \$1,200,000,000, an increase of more than 800 per cent.)

City Hotel.—The first building in New York to have a slate roof was the City Hotel, erected during the year 1794, on the west side of Broadway, extending from Thames to Cedar Streets. This gave the city its only first-class hotel and the loftiest edifice of its kind. It opened in 1806.

In 1798, the Park Theatre was erected at what is now Nos. 25 and 27 Park Row, with a seating capacity of 1,200. On its stage most of the famous actors of the time appeared. It was a two-story and attic building, which looked more like a warehouse than a theatre. In 1816 it was the only theatre open in the city, and for some years afterward was the only playhouse of note. Doors opened at 6:30; performance com-

menced at 7:30. It burned in 1848. "Theatre Alley," behind lower Park Row, takes its name from this old-time building, being located directly in the rear.

New York's First Glue Works.—Shortly after the year 1800 my grandfather, John Joachim Dietz, secured from the city authorities the first license or charter to manufacture glue in this city. He located his glue works in Magazine Street, which was then considered out of town. The magazine or powder



(Courtesy of Harper & Brothers.)

THE PARK THEATRE IN 1798.

house was located there. The street is now the upper part of Pearl Street, between Broadway and Chatham Street.

New York's Oldest Street.—Pearl Street is New York's oldest thoroughfare. Starting where Broadway, under the name of State Street, fronts Battery Park, it winds around

to the eastward and finally ends at Broadway, next above Duane Street. It was at No. 73 Pearl Street that the first City Hall was located.

"Evening Post."—The "Evening Post" was founded Nov. 16, 1801, at No. 40 Pine Street, by Alexander Hamilton and other prominent Federalists. It is now the most widely known evening newspaper in America. William Cullen Bryant, its late editor, resided for a number of years at No. 92 Hudson Street.

Robert Fulton.—Was the son of a Scotch innkeeper. When he came to this country, he settled in Pennsylvania and began life as an artist. After coming to New York, he was known as a miniature painter. Later he went to Europe to study art with Benjamin West, and finding that his tastes lay more toward civil engineering than toward art, he adopted the former profession.

While in Europe he became acquainted with Chancellor Robert R. Livingston, who was then the American Minister to the French Court, and while there he constructed a steamboat whose trial trip was to take place on the River Seine. The boat was completed in 1803. The first trial resulted in the boat going to the bottom because its hull was not able to sustain the weight of the machinery. It was taken up and reconstructed, and another trial proved successful.

Fulton's Courtship.—Fulton returned to New York in 1806, and commenced the construction of a boat that was to contain an engine he had ordered built in England. While he was perfecting his first model of the steamboat, he won the affection of a daughter of the distinguished family of Livingstons. Although a poor young man, he was not wanting in courage. One day he approached her uncle, Chancellor Robert R. Livingston, and asked, "Is it too presumptuous in me to aspire to the hand of your niece, Harriet?" The distinguished Chancellor replied, "By no means. Her father and the family may object because you are poor, but if Harriet doesn't object (and she seems to have a world of good sense), go ahead, and may my best wishes and bless-

ings go with you." Young Fulton followed his advice, and the wedding took place at Clermont, the seat of the Livingstons, on the upper Hudson, in the early summer of 1806.

The First Steamboat.—Fulton perfected his invention, and this, the first steamboat, was christened the "Clermont," after the Livingston country seat on the Hudson.* On Monday morning, Aug. 7, 1807, at 6 o'clock, the steamer "Clermont" started from the foot of Cortlandt Street for Albany, 159 miles from this city. The fuel used was wood, and the trip was made in thirty-two hours. My father, John Dietz, Jr., was among the number who saw the little craft leave the dock in New York City on this, her maiden trip.

After this trial the "Clermont" was enlarged, and in 1808 made regular weekly trips between Albany and New York, fare \$7.00; and Fulton immediately became a popular idol. Prior to that time Fulton Street, east of Broadway, was called "Fair Street," and west of Broadway "Partition Street," so called because it partitioned the two adjacent tracts of land to the north and south when the big estate just west of Broadway and stretching west toward the North River, was split in two, preparatory to being subdivided into building lots. In Fulton's honor, Fair and Partition Streets were united in one continuous thoroughfare under the name of "Fulton Street."

Fulton lived but a few years to enjoy his fame. He died in this city on Feb. 4, 1815, at No. 1 State Street, and his remains were placed in the Livingston vault in Trinity Church yard.

While Robert Fulton is given credit for perfecting the first practical steamboat, an authority states that John Fitch, in the summer of 1796 (which was eleven years prior to the time that Fulton launched the "Clermont") tested a steamboat that he had constructed, upon the Collect, or "Fresh

* The building, No. 1 State Street, in which Robert Fulton constructed the "Clermont," has, for a long time, been occupied by the Seamen's Church Institute. It is now (in 1913) to be torn down to make way for a modern office building. It was at one time looked upon as a palatial residence and had for its front yard the whole of what is now Battery Park.

Water Pond," where the present Tombs Building now stands. This pond was said, by some, to be sixty feet deep, and by others, that it had no bottom. The boat Fitch constructed was fitted with a screw propeller and a twelve-gallon iron pot served as a boiler, and, it is said, this little craft circled the pond several times at rate of six miles an hour, but no practical results issued from Fitch's experiment.

Note.—Compared with the Clermont, it may be stated that the new (1913) Hudson River Day Line steamer, the "Washington Irving," is 420 feet long, is licensed to carry 6,000 passengers, and cost one million dollars.

The First Steam Ferry Boat.—While the first Hoboken Ferry was established in 1774, Colonel John Stevens, of Hoboken, built and put in operation, in October, 1811, the first steam ferry boat, which plied between New York City and Hoboken, N. J. This boat was the first steam ferry that was ever used in any part of the world.

In 1810 New York Had But 96,373 Inhabitants.—When, in 1810, Trinity bells rang out the old year, New York had 96,373 inhabitants, and was proud of having so many, for it showed that in ten years the population had almost doubled. New York was just beginning to throb with the new impulse which, within a century, was to make it the world's second city; yet, in spite of its amazing growth in ten years, it was not much of a town to boast of in 1810.

Note.—Compare the figures of 1810 with 1913—population of Manhattan, 2,500,000; Greater New York, 5,000,000.

The Stages in 1810.—In 1810 the stage was the only mode of land transportation. The "Boston Mail" was the only stage route then on Manhattan Island. The other lines, four in number, ran to Trenton, Princeton, Washington and Baltimore.

City Hall.—With 1810 a spirit of public improvement set in. The cornerstone of the present City Hall (in City Hall Park, below Chambers Street) was laid May 26, 1803, by Edward Livingston, former Mayor of New York, and the work on this structure, which had been dragging for years,

was pushed forward. In the beginning, it was decided to construct the building of brownstone, and the Council sent John McComb, the architect who also had been architect for Castle Garden, to Newark, N. J., where he bought a brownstone quarry. Later he persuaded the City Fathers to build much of the exterior of marble, and McComb journeyed again to Newark, where he sold the quarry, which he called "the City's Brown Horse," for 30 dollars. McComb



(Courtesy of P. F. Collier & Son, Inc.)

BROADWAY, CITY HALL and PARK ROW,
in 1840.

next rode to Philadelphia, where he negotiated for a white marble quarry. This deal falling through, he traveled to West Stockbridge, Mass., and contracted there for all the white marble used in the construction of City Hall. This marble was hauled over the rough roads all the way from the Berkshire Hills to New York, by teams of horses and oxen, McComb himself superintending the strengthening of the bridges for its transportation.

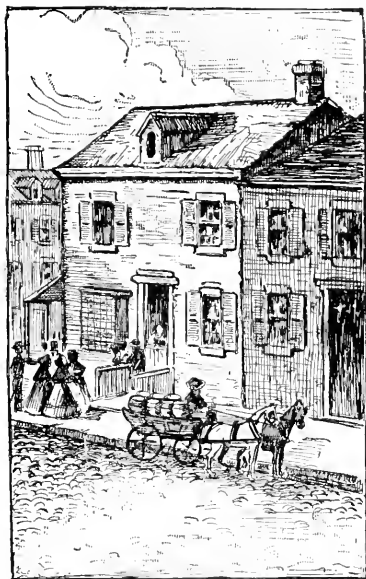
The records show that 35,211 cubic feet of marble were used, costing a trifle over 35,000 dollars. The total cost of the building, at the time of the ceremony celebrating its completion on July 4, 1811, was 538,134 dollars, a sum far in excess of the original estimate.

The County Courthouse, fronting on Chambers Street, is directly in the rear of the present City Hall. It was a "Tweed" job, and said to have cost the city ten million dollars.

The question has been frequently asked why the upper side or rear of the City Hall was built of freestone, while its front and ends were of white marble, and the explanation is, that at the time the Hall was designed, its location was so far uptown that the authorities of the day decided it would be useless to incur the cost of a marble rear wall when there would be so few to see it. A writer of that period declared, "It would be out of the sight of all the world."

When completed, the City Hall was considered the handsomest structure in the United States. Prior to that time the City Hall was located at Wall Street, corner of Nassau, where the Sub-Treasury now stands. It was erected during the year 1799, at a cost of 20,000 dollars.

The First Mail.—In 1810, the city proper did not extend above Chambers Street, the entire population lived below Canal and Division Streets, and oil lamps dimly lighted the streets on all except moonlight nights. The mails were irregular, the time of their arrival and departure depending much on the weather. Postage rates were high, and envelopes were not used. Letters were charged for by the sheet, six and a half cents being the rate for a single sheet to Harlem, a distance of about eight miles.



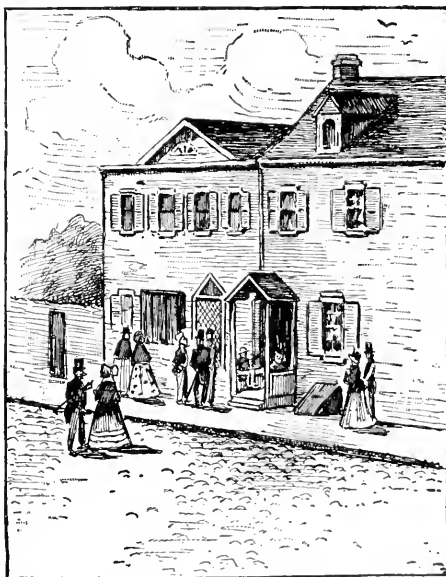
(Courtesy of P. F. Collier & Son, Inc.)

First Post-Office, 29 William Street (1840 to 1825).

First Mail Sent from New York City.—The start of our Postal System was made on New Year's Day, 1613, when the first mail was sent from New York to Boston by a postman carrying the bag over the Indian trail. This was the germ of our present Postal System.

The first Post-Office of the city was conducted in General Bailey's private house at No. 29 William Street, close to Wall Street, from 1804 to 1825, the office proper being twelve feet wide and fifteen feet deep. It was abandoned in 1825.

The second Post-Office was established in the same neighborhood, in a little schoolhouse on Garden Street (Exchange Place), east of Broad Street (about where the Lord's Court Building now is), where eight clerks were employed. It occupied a single room forty feet in length; was on the first floor of this two-story and attic building, and the Post-master resided on the floors above. It continued there from 1825 to 1845.

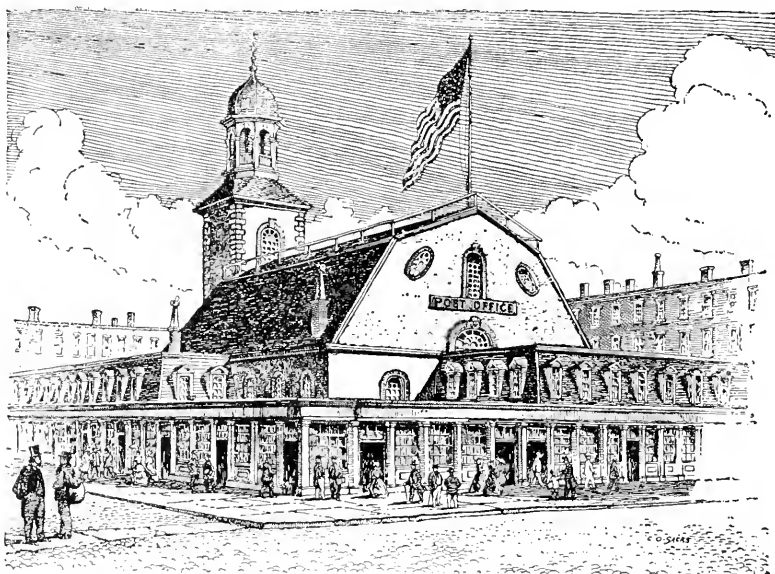


(Courtesy of P. F. Collier & Son, Inc.)

Second Post-Office, Garden St. (Exchange Place) (1825 to 1845).

In 1845, the United States Government converted the Middle Dutch Church, on Nassau Street, between Cedar and Liberty Streets, into the city's third Post-Office, and paid for its use an annual rental of 10,000 dollars. It was so used until 1875, when the present (fourth) Post-Office, in City Hall Park, at Broadway and Park Row, was completed.

The Middle Dutch Church was built in 1729. The steeple and much of its interior woodwork were brought from Hol-



THIRD POST-OFFICE,

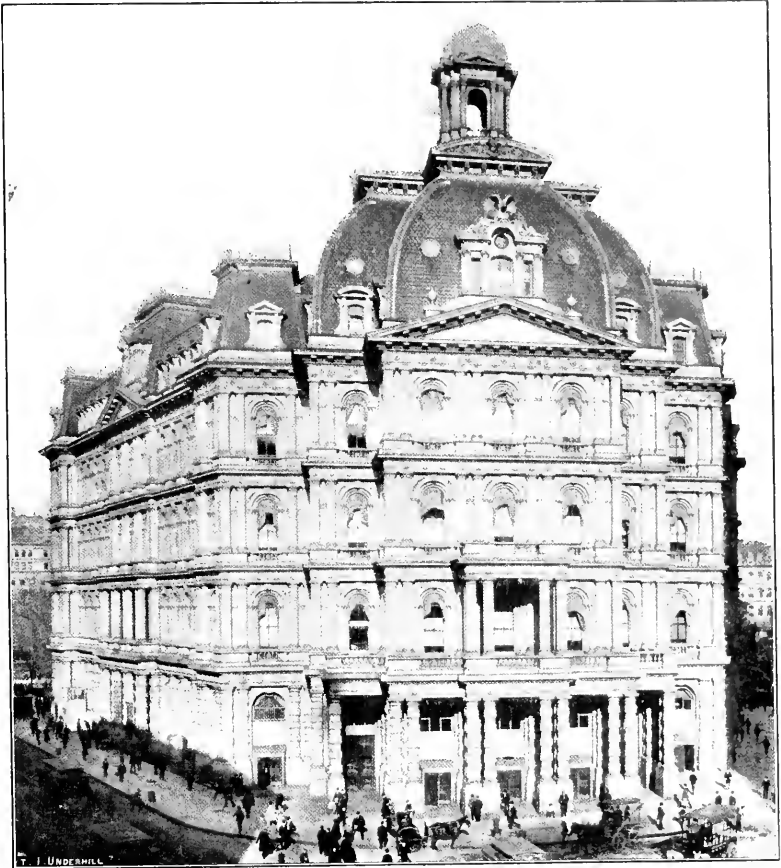
Nassau Street, between Cedar and Liberty Streets (1845 to 1875).

land. During the Revolution practically all the churches in the city were used as prison houses, and many of them were much injured, but this church suffered most, being used as a prison, a hospital and a riding school. In 1790 it was repaired and again used for public worship. Dr. Livingston preached the reopening sermon. The Mutual Life Insurance Company's building now occupies this site.

The present General Post-Office is in the Federal Building, one of the finest granite buildings in the world, located at

the intersection of Broadway and Park Row, 262 feet on each thoroughfare and 219 feet on Mail Street.

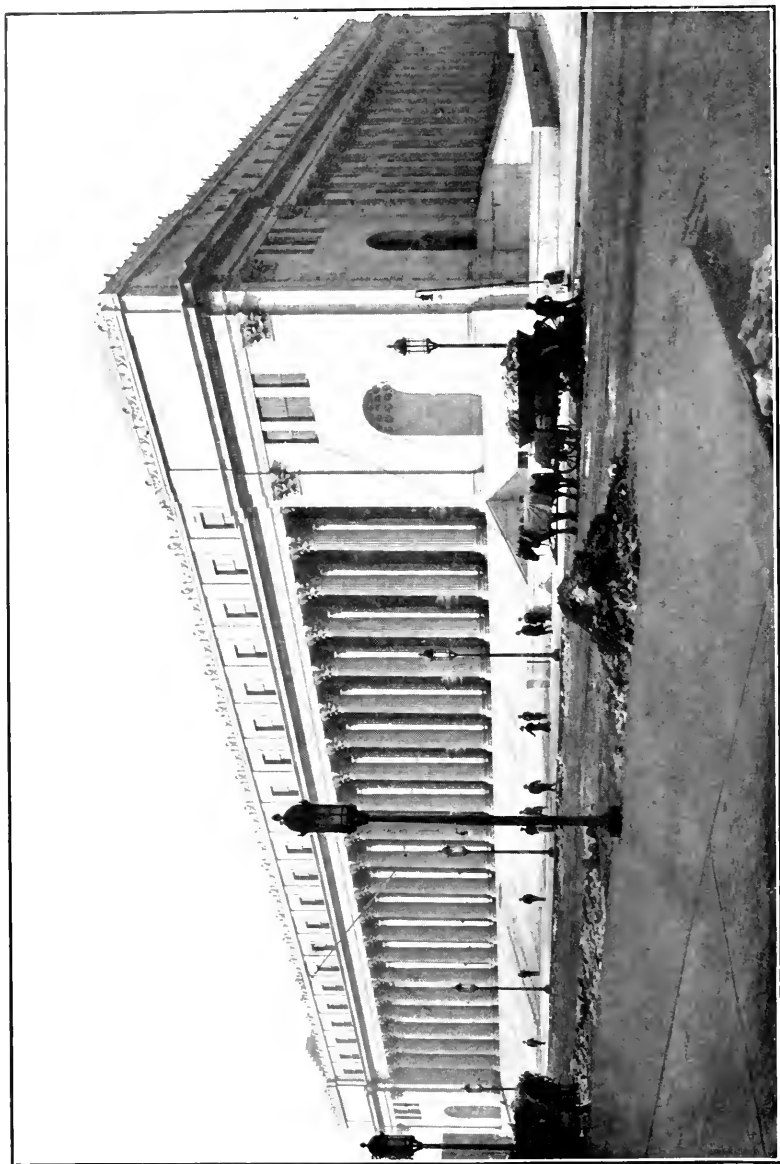
Note.—1913: The city having outgrown its Fourth Post-Office, there is nearing completion a new General Post-Office



THE PRESENT FOURTH POST-OFFICE.
Intersection of Broadway and Park Row (1913).

(the Fifth) on Eighth Avenue, between Thirty-first and Thirty-third Streets.

This new post-office is a 6,200,000 dollar structure over the sunken car yards of the Pennsylvania Railroad, occupying



NEW YORK CITY'S FIFTH POST-OFFICE, NEARING COMPLETION.
Eighth Avenue, between 31st and 33d Streets (1913).

a space 315 x 335 feet. Offices of the Postmaster and his chief assistants are on the second floor front, and executive offices of the Railway Mail Service on the third floor front. All letter mail will be handled on the first floor, second-class matter in the basement. There will be a direct connection by chutes and elevators from each floor with railway mail cars on tracks under the post-office.

Wall Street and Slave Market—First City Hall.—Wall Street, the great financial centre, was laid out during the year 1688. Trinity Church stood at its head (at what is now Broadway), and in 1709 a slave-market was established at its easterly end. All negro and Indian slaves for hire within the city had to take their stand in the Market House at the Wall Street slip, until such time as they were hired. Slaves were also bought and sold there, and it was not until 1762 that the residents of the neighborhood had courage to complain of the mart and demand its removal.

The following is a sample "ad." that appeared in the New York "Gazette," December, 1734:

"A likely negro woman about twenty-two years old, has had the smallpox, and can do all sorts of household and country work, viz., bake bread, cook, wash, spin, work in the field, and is a very good dairy woman. Enquire of the printer hereof."

The first City Hall was located at No. 73 Pearl Street. The second, at what is now the northeast corner of Wall and Nassau Streets. It was here that General Washington, the first President of the United States, was inaugurated on April 30, 1789. He then resided at No. 1 Cherry Street. On August 30, 1800, General Washington gave up his residence here and went to Washington, D. C.

New York Stock Exchange.—Domine Samuel Drisius, pastor of the Dutch Reformed Church, was at one time the owner of the land on which the New York Stock Exchange, on Broad Street just off Wall Street, now stands. It was then used as a sheep pasture, and at appropriate times the sheep were sheared. It was not cut up into city lots until the year 1699. (While there are no sheep in that section now, it is said that the lambs are regularly shorn there.)

Treasured in the archives of the New York Stock Exchange is the original agreement of its founders, dated May 17, 1792. This agreement was signed by twenty-four brokers who met under the buttonwood tree, in front of what is now the Central Trust Company building, at No. 60 Wall Street.

New York's First Financial Institution.—New York's first financial institution, (the Bank of New York), the second bank established in the United States, organized March 15, 1784, and opened for business June 9, 1784, in St. George's Square (now 125 Pearl Street). It is five years older than the Federal Government, which did not come into being until March, 1789.

At the time this bank was organized, there was but one other bank in the United States, the Bank of North America, in Philadelphia, which had been in successful operation since 1782. In 1796 the Bank of New York purchased the property on what is now the northeast corner of Wall and William Streets. It is still located there, having been its home since that date. At the time its charter was granted, March 21, 1791, it had a paid-up capital of 318,250 dollars.

New York's First Reservoir.—The Merchants' Bank was located at No. 25 Wall Street; the Manhattan Water Company, with banking privileges, was at No. 43; in fact, all of the banks and most of the insurance companies were located on Wall Street in its early days.

Before Croton water was introduced, the Manhattan Water Company, whose office was at No. 43 Wall Street, had a reservoir on the north side of Chambers Street, east of Broadway, with a capacity of 132,690 gallons, from which water was supplied at the houses of those who could afford to pay for it. With the assistance of two 18-horsepower engines pumping sixteen hours daily, they could supply 691,200 gallons of water per day from a spring in Reade Street. This water was conveyed through twenty-five miles of log pipe into the houses of all who cared to pay for the water supply. The inhabitants were also supplied with water from casks peddled from carts and sold by men and women. Wooden hand pumps were set on street corners, several blocks apart,

for the convenience of those who could not afford to pay for water at their doors. It was not until July 4, 1842, that



Courtesy of Harper & Brothers.

THE MANHATTAN RESERVOIR
Chambers Street, East of Broadway (1840).

Croton water was let into the new reservoir, and on October 14th following, Croton was distributed to houses.*

The Tontine Association Founded in 1790.—The Tontine Coffee House, a memorable place on Wall Street, was erected in 1794, and was built to provide a suitable place for merchants to meet, and for upwards of thirty years it filled the requirement. The first floor was one long room, and the prominent merchants of the town gathered there in the evening to sip their coffee or beer, and while the smoke from their pipes was curling around, plans for another day's operations were made. Most of the auctions were held in front of the Tontine. It was a favorite place for important public meetings when matters of vital importance were at stake. A voice

*It is expected that when the supply of water from the enormous Esopus water shed that is now nearing completion (1913) is available, 250,000,000 gallons of water can be supplied the city daily. The maximum depth of the water behind the dam will be 155 feet. It will be conveyed to the city through one of the longest tunnels in the world—over seventeen miles long.)

from the Tontine was sure to be heard with respect. Many of the wisest Charities of the city were created there, and so were banks and corporations. It served their purposes until 1825, and long remained one of the landmarks of the town. The fund for its construction was raised by life annuities, the whole to revert to the survivor on the Tontine plan. In 1826 the final settlement was made.



(Courtesy of Harper & Brothers.)

THE TONTINE COFFEE HOUSE,
Wall Street. Erected 1794.

Samuel Woodworth, who is now only remembered as the author of the "Old Oaken Bucket," in early days had a printing office in Wall Street.

Beginning of the Adams Express Company.—Mr. Alvin Adams, who lived in Wall Street in 1840, started the business that grew into the Adams Express Company, by carrying parcels with his own hands.

No. 1 Broadway.—Quite a bit of interesting history is connected with No. 1 Broadway. What was known as the old Kennedy House was erected there in 1760 by Hon. Captain Kennedy, afterwards Earl of Cassilis. The site was purchased by Captain Kennedy in 1756 for 600 pounds Colonial

money. During the Revolution it was occupied by a Mrs. Loring, as a very exclusive and elegant boarding house. Among its distinguished guests living or visiting there were Generals Cornwallis, Clinton, Howe, and Washington, Sir Guy Carlton and the Duke of Clarence, afterwards William the Fourth. Here Andre commenced his correspondence with Arnold. Here, says Dr. Francis, John Pintard held an interesting conversation with Andre on their respective claims to Huguenot blood. Sir Henry Clinton was the next permanent tenant until about 1810, when it was purchased for 35,000 dollars by Nathaniel Prime, head of the large banking house of Prime, Ward & King. The property passed through several hands until 1881, when it was bought by Cyrus W. Field for 161,000 dollars, the deed being taken over in the name of Bryant Lindley and the property held in trust by me (Robert E. Dietz) until Mr. Field acquired a small parcel adjoining, when it was transferred to Mr. Field and resold by him, shortly after, for 350,000 dollars. A year later, the old building on it, formerly the Washington Hotel, was replaced by the Washington office building.

Note.—In connection with another famous Broadway site the following, in the New York Sun of August 31, 1913, is of interest:

“26 Broadway Once Grog Shop.

Sale of Liquids Seems to Have Always Followed That Property.”

Trading in liquids of some kind seems to have always been associated with the property at 26 Broadway, known the world over as the headquarters of the Standard Oil Company. For years it has been the home of this most powerful corporation.

If we go back a century or more we will find that liquids were sold at 26 Broadway, but it was not oil, but rum. In the City Directory of 1786 will be found an advertisement extolling the “excellent rum” that might be had at 26 Broadway. It was one of the first licensed grog shops in the city.”

At that time New York had a population of 24,000. Forty-two were lawyers, among whom was the name of Aaron Burr.

Grandfather's Glue Works.—Shortly after the year 1810, as the neighborhood about the glue works of my Grandfather John Joachim Dietz, in Magazine Street, became more settled, the unpleasant odors from manufacturing the glue caused many complaints. Although he had a legal right to remain there, he was advised by his attorney to remove further out of town, and in order to avoid possible litigation, he moved the glue works to Laurence (now Wooster) Street, near Spring Street, where he had previously established a tannery, and where the glue works remained until about the year 1822. The great philanthropist, Peter Cooper, succeeded him in the glue business, which was the foundation of Mr. Cooper's great wealth.

In the old glue works' ledger of my grandfather, kept in the years 1809, 1810 and 1811, the entries are extended in pounds, shillings and pence, showing that figuring in dollars had not then become general.

Grandfather's Home.—Shortly after the year 1810, my grandfather Dietz erected a home on what is now Spring Street, between Broadway and Crosby Street, and lived there until about the year 1882. From there he moved to the Molenaar homestead in Harlem, two of William Molenaar's sons having married daughters of his. The Molenaar family at that time were large land holders in Harlem.

Doctor William Molenaar, who married my aunt Mary Elizabeth Dietz, and who died in 1812, had a farm in Harlem of about 200 acres, and as near as I can recall, it was bounded on the north by what is now 121th Street; on the east by Mount Morris Park; on the south by 119th Street, and on the west by the old Bloomingdale Road. The old Molenaar barn, built more than 100 years ago, still stands at this writing (1891), just southwest of the Hamilton Hotel, at the southwest corner of Eighth Avenue and 125th Street.

My grandparents (John Joachim Dietz and wife) died in the old Molenaar homestead, a stone dwelling that stood on Harlem Lane about one hundred feet or more south of this barn (present location St. Nicholas Avenue, near 124th Street). The house was surrounded, in 1835 or '40, with fruit trees; and still further to the south was a beautiful

old apple orchard, which was destroyed by the Harlem Canal Company.

Harlem Lane, south of 125th Street, now St. Nicholas Avenue, was just to the west of the house, and a half-mile race course was laid out on the farm near Mount Morris Park, which existed up to about the year 1836.

Harlem Canal.—About the year 1826 or '27, a company planned to build a canal from the East River to the Hudson River. It was to start at about what is now 108th Street and the East River, and follow a creek that began there, and run northwesterly through the lowland toward Eighth Avenue and 121th Street. A stone lock was built at the mouth of this creek on the East River.

The canal ran through the Molenaar apple orchard to the south of the house (about 120th Street), and two rows of valuable trees were removed, which destroyed the orchard. David W. Molenaar (son of William) finally sold the farm to the Canal Company, but as he only had a life interest in the property it left a cloud on the title.

The canal, however, was never completed, although dug, or partly dug, in short sections. These sections later filled with rain water and the boys used to catch quantities of gold fish there. The stone lock that was built at the east end of the canal was covered with earth when the shore line of the East River was extended at that point.

My father's sister Catherine was married to David W. Molenaar, and another sister, Mary Elizabeth, was married to his brother, Doctor William Molenaar.

Note.—At this writing (1913) there is but one son of David W. Molenaar living.

While Molenaar was the true name, it was changed to Miller while the English held New York, to make it appear more like the English; but when they signed a deed for property they signed the name of Molenaar, and always after retained the name.

In the family Bible of the Meinells is recorded: "Catherine (Miller) Molenaar, married to Charles Warner Gordon, Dec. 5, 1807."

My uncle, James Meinell, who came to this country from England with his parents, in 1798, and who early in life amassed a comfortable fortune in the leather business in the section of the city then known as the "Swamp," was one of the originators of a Pigeon Shooting Club, known as the "Red House," located on Second Avenue, between One Hundred



(From a daguerreotype taken about the year 1845.)

JAMES MEINELL.

and Tenth and One Hundred and Thirteenth Streets, and named after the well known house and grounds for pigeon shooting near London, England.

James Meinell had a fine country seat at Jerusalem, South Long Island, where he spent most of his summers. He deceased at his home on Fifth Avenue on July 3, 1865, aged eighty years.

Prior to 1850, the "Red House" was converted into a hotel,

and Lew Rogers, a man well known among the horsemen of those days, was its proprietor. A trotting track was laid out on the grounds, and it then became the headquarters for horsemen. It was here that the great trotting mare, "Flora Temple," trotted her first public race, in the summer of 1850, and in 1859 she gained her record of 2.19 $\frac{3}{4}$.

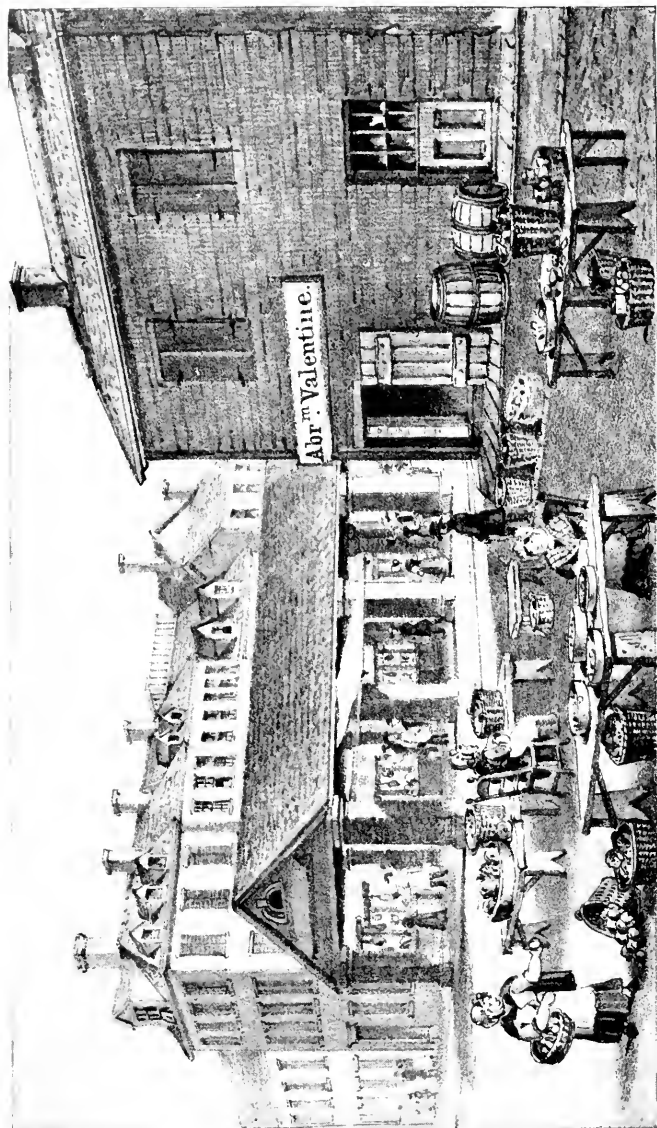


LEW ROGERS.

Proprietor of the "Red House." New York City—1850.

Old City Markets.—Until the year 1815, the old Oswego Market, more familiarly known as "Old Swago," stood on the corner of Broadway and Maiden Lane.

In 1817, the City authorized the construction of market buildings where Fulton Market now stands. The new market was first opened for business in 1821. Fulton Market is one of the City's historic landmarks, and it succeeded the old Dutch "Vleigh Market", commonly known as "Fly Market" "Vleigh" is the Dutch word for valley. It was situated at the

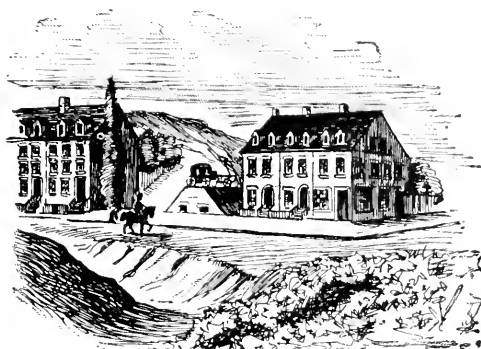


(Courtesy of Harper & Brothers.)

VLEIGH MARKET, commonly known as "Fly" Market, and later, corner Maiden Lane and Front Street, as "Valley" Market.

corner of Maiden Lane and Front Street. That section of the city was then considered a valley. The early Dutch settlers purchased their food supplies at the "Vleigh Market" as far back as 1699. As years went on, this famous trading place lost its original title and became known as "Valley Market".

Birthplace of Robert E. Dietz.—I (Robert E. Dietz) am a native of New York City. I was born on January 5, 1818,



(Courtesy of P. F. Collier & Son, Inc.)

WEST SIDE OF BROADWAY
Corner of Spring Street, 1820.

in what is now Spring Street, in a house built there by my grandfather, John Joachim Dietz. I was the third son of a family of ten, seven boys and three girls. The above cut shows what Spring Street at Broadway looked like about the time of my birth.

The "Savannah" and the "Imperator."—The first steamship to cross the Atlantic from this city was the "Savannah," in the year 1819. It required twenty-two days to make the trip.

Note.—Ninety-four years after the "Savannah's" voyage, on June 11, 1913, the "Imperator," the biggest ship afloat, belonging to the Hamburg American Line, left Hamburg for New York and steamed away from Cherbourg breakwater at 9:45 P. M. on June 12. This, her maiden voyage, was made in 6 days, 9 hours and 55 minutes to the Ambrose Channel Lightship, where she arrived just before midnight. She came up

from quarantine in the morning, and was made fast to her piers in Hoboken on Thursday morning, June 19, at exactly 11 o'clock.

Capt. Hans Ruser, Commodore of the four Captains in command, heaved a sigh of relief when the last cable made the "Queen of the Sea" fast in her berth.

This ship is almost a fifth of a mile long, her actual measurement being 919 feet. She is 98 feet beam at her broadest point.

Her officers and her 3,500 passengers lauded the great liner's performance.

Although she had 350 stokers when, on June 15, the big boat was put under pressure, a passenger stated that the stokers began to give out. The stokehole became short-handed and husky men in the second cabin and steerage were hired for the remainder of the trip. Fifty of them, it was said, made the expense of their trip in this fashion.

Officers declared that the ship would take back a complement of at least 400 stokers on the return trip.

Her biggest run was on June 15 when she logged 550 miles. Her average speed was 21.13 knots per hour.

Her crew numbers 1,180 men, selected from the other vessels of the Line, and in the serving personnel of the vessel there are 500 men. These deal with the preparation and distribution of the food. For her present trip she was well provided. She shipped in Hamburg 48,500 lbs. of fresh meats, 48,000 eggs and 121,000 lbs. of potatoes.

The larder also was enlarged by a supply of 27,500 lbs. of fresh vegetables and 6,000 tins of canned vegetables. And, besides such incidentals as sugar, tea, coffee and the like, she started with 10,050 lbs. of fowl and game as well as 9,000 lbs. of fish and shell food, some 800 lbs. of mushrooms being a necessary accompaniment to these delicacies. Her special refrigerating rooms also held 12,500 qts. of milk and cream to go in the 400 lbs of tea, the 500 lbs. of chocolate, and the 7,000 lbs. of coffee.

To set the table that these amounts of food may be eaten with all propriety, the linen closet of the "Imperator" is no

small affair. It contains 45,300 napkins, 13,000 waiters' napkins, as well as 2,000 linen covers. In this closet are also 30,000 towels and 9,100 sheets. It is estimated that the linen of the "Imperator" cost about \$50,000.

She has the most complete equipment for navigation that ever went to sea. The system of compasses, for instance, comprises some ten units, which are distributed throughout the vessel so that none may be affected by the others. Her signal system, perfect in every detail, is in duplicate, and the life-saving equipment and wireless are adequate.

There is only one thing about the "Imperator" which remains in question and that is just how to pronounce her name. "Imperator," with its four syllables and four vowels, offers a great leeway to dialects and the accent may be distributed in many ways.

The "Imperator" is the first vessel to have a Commodore and four Captains. Her size renders it impossible to be controlled by one officer, as is the case with the largest liners now in the transatlantic service.

The day is divided into eight-hour watches, and one of the three captains is always on the bridge. The fourth is a junior captain, and is the "office manager" of the ship. He is responsible for everything inside the ship, and no one of the bridge captains has to bother with any other consideration than the operation of the ship.

The masts of this huge liner are 216 feet high, while her bridge is 90 feet above the water line.

The new ship has the most powerful wireless apparatus on the seas, and is calculated to be able to communicate with land, no matter what her position is. She has three wireless operators.

To keep in touch with what is going on during the voyage, the "Imperator's" passengers can read the ship's daily newspaper, turned out in an up-to-date newspaper plant.

This sea-going sheet has its staff of reporters, telegraphic news service, editors and copy readers, and a circulation that promises to be large on some voyages. Considering that the

liner carries more than 4,000 persons, the marine newspaper should not want for readers.

It is estimated that the large suites on the "Imperator," some of which have as many as twelve rooms, would bring over \$3,000 a year, were they in an apartment house in one of New York's fashionable districts. The imperial suite on the "Imperator" comprises twelve rooms, and has a private veranda deck, which assures the wealthy traveler of privacy. This suite has three large bedrooms, each with a bath, trunk-rooms, breakfast room, a pantry, a salon, two servant's rooms and quarters for the dog, in case the latter is too select to mingle with the other four-legged travelers in the luxurious kennels on "A" deck.

The conventional ship's berths, which have long been the bane of many a seagoer's life, are not to be found on the "Imperator," the comfortable brass bed having been substituted. Each stateroom is equipped with every convenience that could be found in the most up-to-date hotel.

Those tired of eating in the regular dining-room may have an interesting experience by dining in either the Ritz-Carlton restaurant, the grill room or the veranda cafe.

A Full Beard.—Prior to the year 1820, a full beard was almost unknown here. Occasionally, a native of an Eastern country would appear on the street wearing a beard, and as such an exhibition was a rarity, the wearer would be an object of general attention, even to being followed about by boys.

About the year 1835, there appeared on Broadway a mysterious person of swarthy skin and Hebrew features, with glossy hair and beard as "black as the raven's wing"—always dressed in a suit of clothes quite as black as his full beard and as fashionable and genteel as a tailor could make it. He walked the streets during the fashionable hours; and with a firm step and confidential bearing gave back glance for glance to the beauties of that day who gazed upon his well barbered hair and full beard which, at that period, was a source of wonder, as he was the only one in the city who allowed his hair to grow as nature intended.

He lectured occasionally on ancient rites and Biblical subjects and a peculiarity of his notices of the time and place of the lectures would be that the fee for admission would be "fifty cents or half a dollar."

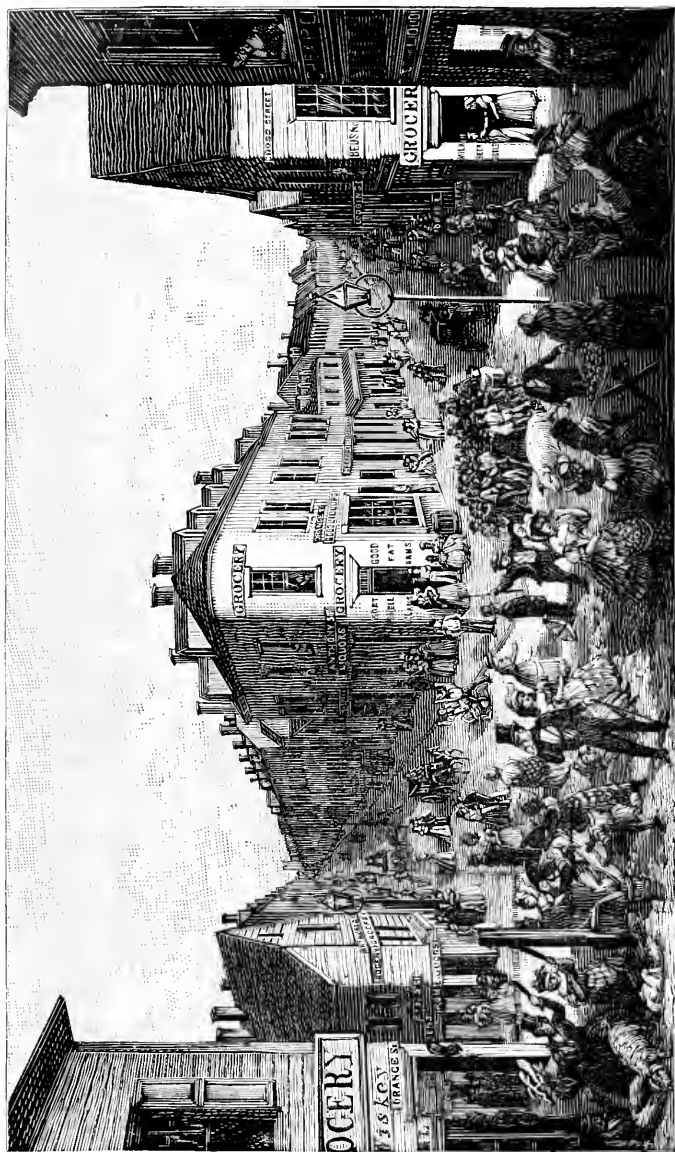
He was one of the most observed men of his day on New York's great thoroughfare, and mart of fashion.

The writer of this, at that time, visited St. Thomas's Church occasionally, at the corner of Broadway and Houston Street (since removed to Fifth Avenue) and saw Mr. Nazaro enter the church, ascend to the gallery and take his seat at the farthest end facing the whole assembled people. There soon was a buzz of whispering among the worshippers which disconcerted the preacher, and the sexton or usher took it upon himself to request Mr. N. to leave the place he occupied. Mr. Nazaro was indignant and loudly protested that he would not retire—that he came to worship God and insisted on his rights to do so, but the sexton and others thought otherwise, and they took hold of him by his legs and arms and carried him out of the church like a huge black spider which spat its venom upon his assailants for their uncereemonious ejection from God's holy edifice. I think the morning service was intentionally brief on this account.

Where the Seventh Regiment Was Organized.—On the southwest corner of Fulton and Nassau Streets is the site of the old Shakespeare Tavern. It was here that the Seventh Regiment was organized in 1824.

Fuel Used Prior to 1830.—Prior to 1830, wood was the chief fuel used in this city. Coal was brought from Liverpool and Newcastle, but was little used except in the parlor grates of the wealthy. Anthracite coal was introduced into furnaces during the winter of 1820, but did not come into general use in New York until 1830.

"Five Points."—In early days, "Five Points" was a place where all the evil passions had their playground. It was at the intersection of Baxter, Park and Worth Streets. "Five Points" is now a thing of the past, a public park having taken its place.



(Courtesy of P. F. Collier & Son, Inc.)

FIVE POINTS.
Baxter, Park and Worth Streets (1827).

I was well acquainted with Ex-Mayor Daniel F. Tiemann, whose house stood in West 127th Street, just a short distance to the east of General Grant's tomb, one of the most picturesque and impressive memorials in the world.



EX-MAYOR DANIEL F. TIEMANN'S HOME,
127th Street, West of Broadway—1890.

By a close examination of the above picture of Ex-Mayor Tiemann's home, a carriage and pair of horses will be seen in the foreground. The carriage contains three old New Yorkers:

Robert E. Dietz, occupying the front seat, was born in Spring Street on January 5, 1818; deceased September 19,

1897. William Callender, one of the occupants of the rear seat, was born in Burling Slip, on September 6, 1807; deceased April 7, 1891. Daniel F. Tiemann, the other occupant of the rear seat, was born in Nassau Street, near Beekman, on January 9, 1805; deceased June 29, 1897.

Mr. Tiemann resided in the above house for more than fifty years. The grounds surrounding the house originally contained seven acres and extended to the Hudson River. The yearly tax on the property at first was but \$10 per year. In 1890 there was left but a very small portion of the original parcel. His yearly tax on what remained was then about \$7,000 per year.

Mr. Tiemann was a picturesque figure, and he lived to be nearly ninety-three years of age. He was in active business when General Jackson was inaugurated as President of the United States. He was engaged in the manufacture of colors and oils, as was his father before him. As a boy, Daniel F. Tiemann fished in the stream that ran through Canal Street, and skated on the "Collect" Pond. He saw the first railroad enter this city, and saw Central Park laid out. In 1857, he was elected Mayor, defeating Fernando Wood. He inaugurated the first reform administration.

He was educated in the old German Lutheran Church, at Frankfort and William Streets, and as a boy, at the age of thirteen, he started to work for the drug firm of W. H. Schiefelin & Co.

When acting as President of the Board of Aldermen, he checked the sale of liquor in the City Hall. He originated the plan to have the street names put on lamp posts.

In 1871, he defeated Harry Genet for the State Senatorship and served one term. He was a member of the Chamber of Commerce, the New York Historical Society, the St. Nicholas Society, and a Trustee of Cooper Union from the time it was originated. His wife was a niece of Peter Cooper.

Mr. William Callender resided in this city all his life, and died at his home in Harlem, on 126th Street, at the ripe

old age of eighty-four years. He was the oldest member of the old Cedar Street Presbyterian Church.

As an executor of his father's estate he sold to Peter Cooper the home in which he was born, 29 Burling Slip.

Various Interesting Facts.—It was not until the year 1831 that India rubber overshoes appeared. They were then called "gum shoes."

In 1831, Delmonico Bros.' restaurant was opened in William Street. It was the first restaurant to employ female cashiers.

John Stephenson, the Man Who Built the First Street Railroad Car.—The first street railroad in the world was the New York and Harlem. It was incorporated in the year 1831 with a capital of three hundred and fifty thousand dollars, and John Mason, of the Chemical Bank, was its president.

John Stephenson was employed to design and construct a vehicle for this road, of an entirely original type, calculated purely for street-car work, which he did. It was named the "John Mason," and was the first street-car ever built. It was accepted by the company and used when the road was opened, November 26, 1832, on which occasion it carried the Mayor, Walter Bowne, and the Common Council of the city.

Mr. Stephenson was awarded a patent for this car, which was signed by Andrew Jackson, President of the United States; Edward Livingston, Secretary of State; R. B. Taney, Attorney General, and John Campbell, Treasurer.

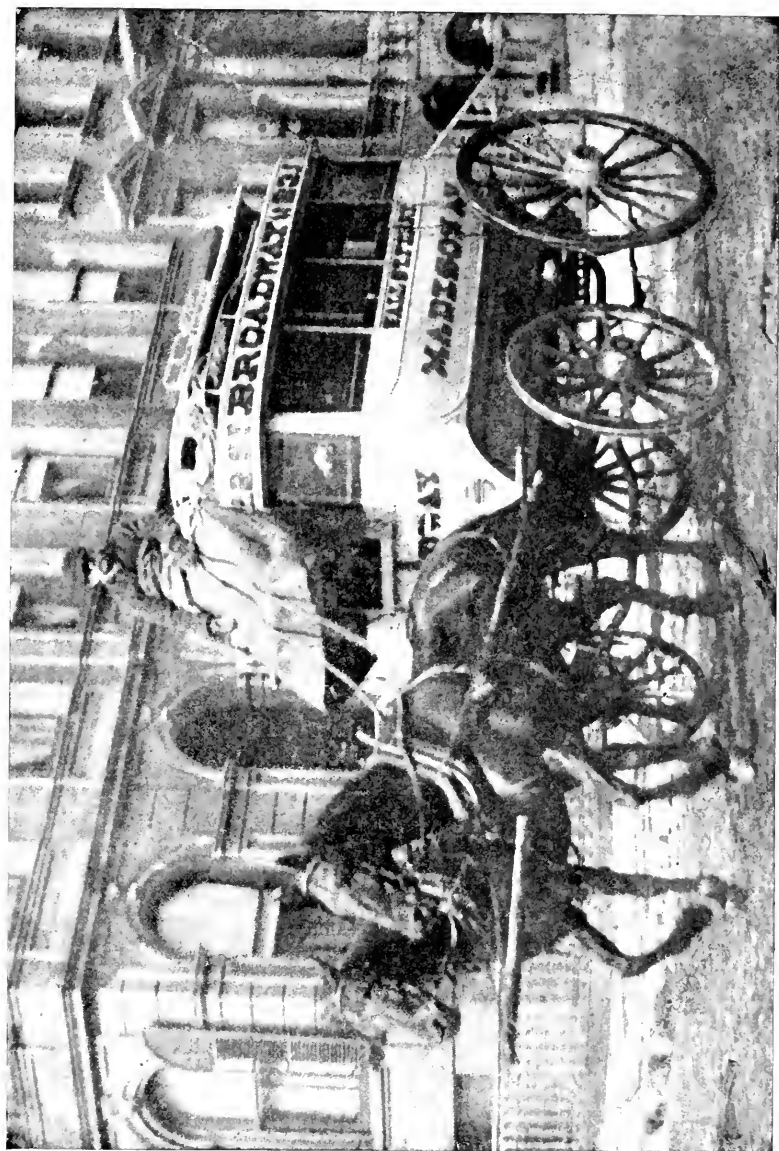
John Stephenson was born in Ireland on July 4, 1809. He was of mixed English and Scotch ancestry. He was but two years old when his parents arrived here in 1811. He received his education in the Wesleyan Seminary in this city. When nineteen, he was apprenticed to Andrew Wade, a coach-maker, at 34½ Broome Street. In 1831 he obtained a business opening through Abram Brower, a stable-keeper, at 661 Broadway, the pioneer in the Broadway stage business. Mr. Brower had been for four years running "accommodation" stages from the corner of Broadway and Bleecker

Street, then far uptown, to Wall Street, the fare being one shilling.

Brower one day suggested to young Stephenson that he open a shop of his own, promising him all of his business and offering him a location at 66½ Broadway, adjoining the rear of Brower's stables, which were on Mercer Street. Stephenson accepted the offer, and on May 1, 1831, began business. It was there he designed and built the first Broadway stage, known as an "omnibus." (See illustration, opposite page.)

On March 29, 1832, a fire destroyed the Brower stables, and with them Mr. Stephenson's shop and all his stock, on which there was no insurance.

He then started at 264 Elizabeth Street, and in 1836 built a factory at Fourth Avenue and 129th Street, where he branched out extensively in the building of railway cars, and was doing a large and increasing business when the panic of 1837 struck the country, which caused his failure and the loss of all his property. He was able to pay his creditors but 50 cents on the dollar. He was still, however, a young man, and he started again in 1843, at Fourth Avenue and Twenty-seventh Street, where he built up a very large and extensive business, and began to pay off his creditors, one by one, as fast as he was able, the remaining 50 cents; but one of his creditors, Jordan L. Mott, stubbornly refused to accept his debt, telling Stephenson that his failure had been an honest one, and that his indebtedness was legally and morally wiped out by the bankruptcy proceedings. Stephenson could not force Mott to take the money, but later, when Mott ordered a truck from Stephenson, the latter built it and delivered it according to orders, and then sent the bill to Mott endorsed, "Received payment by bankruptcy debt. John Stephenson." It was Mott, then, who could not force Stephenson to accept the money, and he got square by hitching up four horses to the truck and having it driven up and down Broadway bearing a huge placard informing the



THE OLD BROADWAY OMNIBUS
Was Superseded by Horse Cars on June 21, 1885, After a Service of About Fifty Years.

public of "The way one bankrupt pays his debts. His name is Honest John Stephenson."

Stephenson was well known in New York before that, and he was not any less known after it. Among old-time New Yorkers, no one asked a better bond than John Stephenson's word for all the money he wanted. His stages or street-cars could be seen in almost every civilized country in the world.

The First Sunday School.—When the first Sunday school in New York was started by Mrs. David Bethune and Mrs. Mary Mason in Public School No. 1, on the corner of Chatham Street and Tyron Row, about the year 1816, Mr. Stephenson became deeply interested in the work and continued so during his life. In his later years he taught a Bible class. He was always devoted to music; was a choir leader for forty years before his death, and for thirty years his choir consisted of forty young people selected from his Sunday school.

R. E. Dietz Apprenticed.—In 1833, after receiving the common school education of those days, and having arrived at the age of fifteen years, I (Robert E. Dietz) was placed by my parents to learn the carpenter's trade with a friend of the family named Cornelius McLean. Although I was mechanically inclined, I did not like the business. A few months taught me that carpenter work, as done in those days, was hard work and small pay, and I left Mr. McLean and obtained a situation with Mr. C. R. Taylor, a fishing tackle and sporting goods dealer, at No. 1½ Maiden Lane. I remained with Mr. Taylor until he failed. I then found a place with the hardware house of Cornell, Althause & Co., on Broadway, near Howard Street.

Spirit Gas.—About the year 1834 I became acquainted with a Mr. Jennings, who had discovered a process of mixing equal parts of spirits of turpentine and pure alcohol, to produce a liquid as bright and clear as spring water, which, being burned in a lamp with a burner invented by himself, gave a light of great purity and beauty, which he named "spirit gas."

I became greatly interested in this new artificial light, and strove to ascertain the properties and proportions of "spirit gas," but succeeded only in making a poor substitute, called "burning fluid," which, burned in a cone-shaped tube with an ordinary wick, gave only mild light compared with the "spirit gas."

New York's First Large Sewer.—During the year 1834 the first large sewer in New York was built. It ran from Centre Street through Canal Street to the Hudson River.

New York's Great Fire.—A great fire occurred in New York on the night of December 16, 1835. It broke out at 9 o'clock at night and originated in Comstock & Andrews' dry goods store, corner of Pearl and Merchants Streets. The night was extremely cold, the temperature being 10 degrees below zero. The cisterns on which the Fire Department then depended for their water supply were frozen, and the East River and Long Island Sound were frozen over. The old goose-neck type of hand engines, used in those days, were of but little use. The fire quickly got beyond control, and Colonel Smith, of the Navy Yard, was called on. With the assistance of marines, Colonel Smith blew up buildings in the path of the fire, and the conflagration, after raging for nearly twenty-four hours, was finally checked. This fire, in one night, put all the insurance companies out of business with the exception of two, and they were badly crippled. The fire extended from Maiden Lane to Coenties Slip, and, roughly speaking, from William Street to the East River, touching portions that ran up as far as West Broadway. The space covered was estimated at about thirty acres; 674 buildings and warehouses were destroyed, with a total loss of over 11,000,000 dollars.

First John Jacob Astor.—The first John Jacob Astor, who did much toward the development of this city, was born in 1763 in the village of Waldorf, in Baden. He was the son of a butcher, and the youngest of four brothers. It is said the ill usage of his stepmother drove him from his home in Waldorf, Germany. At the age of sixteen he set out on

foot for the Rhine, worked his passage down that river on a timber raft, and when he arrived in London he obtained employment with his eldest brother, where he remained for three years, acquiring English and putting by some scanty savings for the time when he should be able to realize a project upon which his thoughts were fixed—that of going to America.

After the treaty by which the independence of the United States was acknowledged by Great Britain in September, 1783, young Astor expended one-third of his savings for a passage on a vessel bound from London for Baltimore. He crossed the Atlantic in midwinter, and the ship on which he sailed became ice-bound in Chesapeake Bay from January until March, and it was here that Astor gained his first knowledge about furs from a fellow-passenger who had built up a profitable business in furs and skins in America. He told Astor how he had bargained for skins of fur-bearing animals, with the Indians, and explained that for a few trinkets they could be secured and resold with great profit. Astor stored up this knowledge. He landed in Baltimore in March, 1784, and from there made his way to New York, where he secured a clerkship in the fur store of Robert Bowne, in Gold Street, where he earned two dollars per week, and remained there until he gained an expert knowledge of skins.

The following summer he made his first trip to the fur country to purchase a cargo of pelts for his employer, and in 1786 young Astor started business for himself, in a little store in Water Street, with a few hundred dollars, part of which his brother had loaned him.

Having but limited capital, he was obliged to do all his own work, but he prospered, and at the end of four years he married. His wife not only brought him a small dowry, but she had a genius for affairs rivaling his own, and his business grew by leaps and bounds, and it was but a few years until he chartered a vessel and shipped a cargo of skins to London, which were sold to great advantage.

He soon moved to larger quarters in Vesey Street, and had a warehouse on Greenwich Street, and in 1809, when he arrived at the age of forty-six, he organized the American Fur Company, with posts extending from St. Louis to the Pacific. He was the leading merchant in the city, and was considered the richest man in America and the most daring real estate operator. In his early business career he began to invest two-thirds of his gains in real estate on



OLD ASTOR HOUSE,

Broadway, Barclay and Vesey Streets, New York, Closed 1913.

Manhattan Island, much of which was acreage property. The farms that he bought in the city, in those early days, have gone far towards swelling the Astor estate to the four hundred million mark.

The block front on Broadway, between Vesey and Barclay Streets, where the Astor House now stands, was originally a part of a farm that extended from Broadway to the Hudson River. Astor purchased a part of this block front on Broadway in 1800. The Astor House, which now covers it, was built during the year 1835 on the site of his home.

When the Astor House was built some people considered it was too far uptown to be a success. It was opened the year following, and soon became a centre of the nation's activities. There was nothing like it in the country, and people came from far and near to see it. It long remained a resort of the ultra-fashionable set.

Note.—The following, which appeared in the New York "Times" of May 11, 1913, is of interest in connection with the famous old hotel:

"Old Astor House to Close Its Doors After 77 Years; Famous Hostelry Which Has Sheltered Some of the Best-Known Men of This and Other Countries May Never Open for Business Again After the 29th of This Month.

The doors of the old Astor House, through which during a large part of the nineteenth century passed most of the wise and great and fashionable folk of this country, will be closed with the coming of Thursday, May 29th. Few believe that it will ever be opened again, for the diggers of the subway are to burrow beneath its ancient foundations, and the wiseacres say that the Astor must go. So passes the hostelry which in its heyday was the most famous and the most magnificent on this continent. It is to close exactly seventy-five years after the formal opening on June 1, 1836, when the "palais royal," the fruit of the wealth and ambition of the first John Jacob Astor, was dedicated to an admiring public.

Since that day its dining-rooms and corridors have been hallowed by the presence of America's best. Irving and Hawthorne made it their headquarters in New York. Webster always stopped at the Astor House. Lincoln put up there when he came to town to deliver his Cooper Union speech. From its portals Jenny Lind, flushed with her great triumph, smiled and bowed her acknowledgments to the jubilant crowd that had banished the horses from her carriage and dragged it from Castle Garden to her hotel. Castle Garden, now the Aquarium, has long been the home of fishes, and Jenny Lind's hotel is to be closed with the coming of May 29th.

The Astor House stands on the west side of Broadway in the block between Barclay and Vesey Streets. We think of it as far downtown, but the friends of John Jacob Astor told him it was absurd to build his hotel on such a spot.

"It can never be a success," they warned him. "It is altogether too far uptown," for in the early thirties there was

a forest at Fourteenth Street, and along the edge of the thoroughfare known as Chambers Street there stretched a fine cornfield. All around the new Astor House were the best homes of the city. Columbia College was a beautiful green place; the Stevenses and other rich folk lived thereabout; the lower part of Greenwich Street and all of State Street were fashionable quarters. City Hall Park, across the way, was a charming grove, sentineled at the lower gate, where to-day the Post-Office lingers, by two high posts of masonry, on which were huge stone balls, said to have been brought from Athens or some other ancient Greek city. Beekman, Cliff, and other East Side streets were also filled with the "best people." Gas was comparatively new, and Croton had not crossed the Harlem River. The Harlem was the only railroad in the city, and that stopped at Broome Street and the Bowery, and had no city cars. There were sixteen wards in the city with a population of about 210,000. Brooklyn numbered less than 30,000.

77 Years Ago.

When the Astor opened, the special excitement of the city was the murder of the beautiful Helen Jewett and the trial of Richard P. Robinson, which was commenced a few days after the Astor opened. Justice was prompt then, says a commentator of '75. The murder was done on the 10th of April, and Robinson was acquitted on June 8th, two months later. Another excitement was a long struggle to elect a President of the Board of Aldermen. There were eight Whigs and eight Democrats, and two months were used up in vain balloting. Those were great days.

There has always been considerable speculation as to just why Astor built the hotel at all, for it involved at the time the monstrous expenditure of more than \$300,000. Some have said that he was moved to construct it by the example of Holt's Hotel, at Pearl and Fulton Streets, a great success at the start, but later a dismal failure, so that it became known disrespectfully as "Holt's Tower," "Holt's Pyramid," and "Holt's Folly." Its drawback was its height, for it was the tallest public house in America. Passenger elevators were unknown in those days, though Holt's Hotel did boast of something very like an elevator for lifting baggage, a steam engine taking up a guest's trunk, "and its owner, too, if he chose," to quote from a journal of that day. But for the first two years after its opening, in 1833, Holt's Hotel was liberally patronized, and much talked of. Stephen Holt, a victualer of Fulton Market, had long cherished the ambition to own a

hotel, and the six years of its contemplation were spent by his good wife in plying her needle to have the linen stores in readiness. An old newspaper tells of her work—1,500 towels, 500 pairs of sheets, 500 pairs of pillow cases, 250 bed-ticks, and 300 bright patchwork quilts. And this, be it remembered, was not in the days of sewing machines. Though Holt's failed later, it was a glorious success at the time the Astor House was built, and some said the prosperous merchant had been moved to rivalry.

Others have suggested that the hotel was to be a memorial monument to John Jacob Astor. Certainly there is no evidence that at that time he contemplated the Astor Library gift, which was not mentioned in the will drawn a few weeks after the Astor House was formally opened. This theory, however, has been discounted by the fact that in the first lease there was no stipulation that the new establishment was to be called the Astor House, and indeed it seems that the name originally contemplated was the Park Hotel, for that appears on an old print of the building, now hanging in the manager's office, and believed to have been designed from the architect's plans.

The First Steps.

Astor had long cherished the notion of building a fine hotel, and he spent many years in acquiring the land on which he finally erected it. Originally this was the site of the Bull's Head Tavern, a cozy inn of Knickerbocker days. Spreading trees gave grateful shade to its entrance, and beneath them mine host, Adam Vanderburgh, beamed as he served good drink to his approving patrons.

The Bull's Head Tavern, or Drovers' Inn, gave way to fine homes, and one of them was owned by the fur merchant himself at least 100 years ago, for an issue of *The New York Gazette* for 1813 carried this advertisement:

"To let, for one or more years, a pleasant situation and an excellent stand for a dry goods store, the corner house of Vesey Street and Broadway. Inquire of John Jacob Astor, corner of Pearl and Pine Streets."

When the hotel plans developed, one by one Astor bought the other houses in that block, the one that had been John Rutherford's, the one that had belonged to Colonel Axtell, a British officer, and later was the home of Lewis Scott; the house that was bought by Rufus King, who was in the Senate at Washington and was at one time Minister to England; Cornelius Roosevelt's house, and that of John G. Coster, for

which Mr. Astor had to pay the preposterous sum of \$60,000. Finally, however, they were all bought, and in the diary of his neighbor, Philip Hone, for the date of April 4, 1834, appears this entry which refers to Mr. Astor, who had been abroad:

"He comes in time to witness the pulling down of the block of houses next to that on which I live—the whole front from Barclay Street to Vesey on Broadway—where he is going to erect a New York 'palais royal,' which will cost him five or six hundred thousand dollars."

Three months after this diary note—July 4, 1834—they laid the cornerstone of the hotel. It was an event. The Mayor presided, the militia paraded on Broadway, and with the greatest ceremony the stone was put in place, carrying with it the silver tablet that bore the names of Mr. Astor and of Isaiah Rogers, the architect, a picture of Lafayette, whose name was then a name to conjure with, a picture of New York, and copies of the newspapers of that day.

It was two years in building, and then, on June 1, 1836, it was thrown wide to the public. For a half century after its opening the Astor House was a part of the history of its country. It is woven into countless biographies. It is a house of great memories.

The pride that New York felt in this new hotel is reflected in a hundred ways. The journals of the thirties and forties claimed it a model of architectural beauty, "and of massive grandeur, luxurious and elegant in its appointments." Under the heading, "A Small Family," there appeared this complacent note in Mr. Greeley's *New Yorker* for November 25, 1837:

"On Wednesday night 647 persons slept in Astor House, and, bye the bye, were not crowded. How many villages are there in this country that make considerable show that do not contain this number?"

As it was built it stands to-day with very few changes. The most notable was made early in the forties, when the interior garden, with fountains and trees not unlike the summer court of the present-day Park Avenue Hotel, was supplanted by the famous rotunda, with its arched roof, its richly carved bar, and its luncheon counters, where for generations busy New Yorkers have paused for a hasty luncheon. Otherwise only slight changes have been made, and often these changes were followed by restorations. The hotel to-day looks much as it did in 1845. It does seem to have led a

charmed life in all the changing years. To-day it is much the same as it was when Forest strode its corridors, rehearsing at the top of his capacious lungs a Fourth of July declaration which he was to give at the Broadway Tabernacle, much the same as when Poe sauntered through the newly opened rotunda, gathering tidbits for *Graham's Magazine*, and pondering, so one tradition has it, the immortal intricacies of "Marie Roget."

It would be impossible to chronicle all the great men who have stopped at the Astor House—or all the great women. The registers of the old hotel have borne the signatures of our immortals, and it is one of the tragedies that these were not preserved, but have been scattered, some to unappreciated places, some to paper mills. Most of the men who lived at the White House stopped at the hotel across from City Hall. Jackson, Pierce, Van Buren, Lincoln, Garfield, and nearly all the latter-day Presidents have been seen in the rotunda at the luncheon hour. They dined the Prince of Wales there, and the state rooms were put in readiness for the Grand Duke Alexis. From its steps Louis Kossuth bade his farewell to America, and on them Walt Whitman used to love to sun himself of a warm day. Jefferson Davis, Greeley, Farragut, Porter, Winfield Scott, Jean Victor Moreau, Douglas, Seward, Choate, Alexander T. Stewart—these are some of the names. General Fremont stayed there with his family during the campaign of '55.

In that same year Rachel was a guest at the Astor House, and went from there to the churchyard of St. Paul's across the street, there to do honor to the memory of George F. Cooke, the first star to come across the Atlantic for our entertainment.

Of course, innumerable Astor House legends are not based on fact. There has been one hardy anecdote of its earliest days which pictured Hawthorne and Irving in the Astor House in 1837, fraternizing with Dickens and congratulating him on the success of "Sketches by Boz," an anecdote painfully at variance with the chronology of Dickens' life, but when he did come to this city in 1842 he must at least have sauntered into the Astor House, although on this, his first visit to America, he stopped at the Carlton House, and on his second he stayed at the Westminster Hotel in Irving Place. Certainly a committee meeting was held at the Astor to arrange for a monster demonstration in his honor.

Probably the big name that is most closely associated with the Astor House is that of Daniel Webster. He would stay at no other hotel, and it has always been understood that he was suffered to pay no charge for his rooms, the finest

suite in the house, which must needs be vacated immediately upon the appearance of the "Godlike," so dearly was he beloved by Charles Stetson, the proprietor of Webster's day.

A Memorable Interview.

It was in this suite that Webster was interviewed on that memorable night by the Southern Whigs who wanted to explain why they had deserted his standard in the Baltimore convention of '52. Webster had set his heart on the candidacy that year, but he had only twenty-nine votes to compete with 131 for General Scott and 133 for Millard Fillmore. The Webster delegates finally swung over to Scott, and Webster never forgave. He hurried to New York, and it was at the Astor House that the delegates found him. Stetson would not allow them near the sacred suite, but, as it happened, Calhoun and Silas Wright were stopping at the Astor House that night, and at midnight they persuaded Stetson to give the Whigs admission. In his dressing-gown and slippers Webster met them at the door. Their spokesman did not have the chance to phrase a sentence.

"Gentlemen," said Webster, "my public life is ended. I go to Marshfield to sleep with my fathers, carrying with me the consciousness of duty done. When perilous times come to you, as come they will, you will mourn in bitterness of spirit your craven conduct and your base ingratitude. Gentlemen, I bid you good-night."

Next day Webster left for home, and the Astor House saw him no more.

"Farewell, old friend," he said to Stetson, "we have known and loved each other for more than thirty years. You will find a little present from me in the office."

Two weeks later Webster died, and ever after that the Webster suite was devoted to other purposes. Stetson turned two of the rooms into a ladies' dining hall and took the third for himself, saying that no stranger should have the rooms that Webster used.

Clay was another favorite at the Astor House, and it was there that he stood by Frelinghuysen in '44 to hear the formal news of their nomination. There is a record of Clay's having been there when Fanny Ellsler was at the hotel and of his having gone from there to see her when she introduced "La Tarentelle." He was there, too, when Jenny Lind stopped at the Astor. The great singer had had her rooms reserved for her by P. T. Barnum himself, who was not only the manager of her appearance here at Castle Garden, but her proud escort on many occasions. There is one story of his helping her gal-

lantly to her carriage in front of the Astor House when Clay came down the steps, and Mr. Barnum introduced them. Barnum's Museum, by the way, was just across the street, and they tell of Thackeray standing on the Astor House steps and fairly revelling in the gorgeous picture display of Mr. Barnum's enterprise—and fancy.

The Head Waiter.

One of the most interesting of the old employees at the Astor House is Albert C. Kaufmann, head waiter, who, for more than forty-four years has been connected with the establishment. Albert was saddest of them all when the notice of the closing was posted the other day. He has served the "cream of the country." His reminiscences are of great men and their appetites. He remembers Grant's favorite table at the window overlooking St. Paul's and the General's weakness for roast beef.

Chester A. Arthur preferred lamb chops; Kaufmann says Cleveland's favorite was mutton chops, and Garfield always ordered roast beef.

But the dinners served at the Astor House were not always individual meals. There were great dinners held there and served with a splendor that stirred wonder. One of the first on record was a sumptuous banquet in honor of the Prince de Joinville, given in 1841 by such gracious hosts as the City Fathers. There, too, they dined Lord Ashburton. The Astor House was headquarters for the relief committee in 1850 that sent a party to the rescue of Sir John Franklin, lost in the Arctic. At the Astor the bachelors of the city gave their annual St. Valentine ball, a very elaborate affair.

There has been a certain continuity in the proprietorship of the Astor House. When first opened it was under the management of Frederick Boyden, of the Tremont House in Boston. Charles A. Stetson was his clerk. Soon the two were in partnership with Robert B. Coleman, and later Stetson's son succeeded to the managership. The younger Stetson was more kindly than commercial, and in 1875 the hotel was under the Sheriff's hammer.

It reopened in September of that year, with Flavius Allen in charge. Allen and his partner, Dam, took no chances. They ran the Astor House on a strictly cash basis. Every morning the chef was sent to market with so much cash to supply the larder. At the end of each day the partners opened the cash drawer, paid off the servants, and, after due division, pocketed the profits. At any time, Broadway said, they could have closed the hotel and gone out of business with a profit. After Allen's death he was succeeded by Mrs. Allen's nephew,

Alfred H. Thurston, who has been at the head of the Astor House ever since.

It has lived to see other hotels come and go. The Fifth Avenue, the old Metropolitan, the Everett, the Morton, the old St. James, the Ashland, the Sturtevant, the Colonnade—all these have long been gone. The Astor still stands in its noisy, cluttered block opposite the general Post-Office, but the diggers of the subway are waiting to get to the sand beneath it."

NOTE.—At this writing, December, 1913, the old Astor House is now being torn down.

John Jacob Astor died in the year 1848, at the age of sixty-five, and in the same year the Astor Library was founded with the means provided by a munificent bequest in his will.

First One-Cent Daily Paper.—The first one-cent daily paper to appear in New York City was the "Sun." It was edited by Benjamin H. Day at No. 22 William Street, and began publication on September 3, 1833, and was sold by the first newsboys who were hired to sell the papers. It was the first paper printed on a steam-power press. It did not give editorials or reports of stock sales. The "Sun" was a double-sheet paper, 9 x 11 inches, with three columns to a page. I have copy No. 1, dated Tuesday, September 3, 1833. I also have a later edition, dated Wednesday, May 28, 1834, No. 29, published by Benjamin H. Day and George W. Wisner.

Horace Greeley, in partnership with H. D. Shepard and Francis V. Story, about this time, issued a daily paper, the "Morning Post," price one cent, which had but a short existence, living but for a period of three weeks.

New York Herald and Its Founder.—The present New York "Herald" was first published by James Gordon Bennett & Co., under the name of the "Herald," in 1835. James Gordon Bennett, Sr., came to America from Scotland, in 1819. Before publishing the "Herald," Mr. Bennett was employed by Colonel West, publisher of the "Courier and Enquirer." He started as a reporter for eight dollars a week and continued with them for several years.

The "Herald's" first editorial sanctum was a room in the basement of No. 20 Wall Street. No. 1, Volume 1, of the "Herald" appeared on Wednesday, May 6, 1835. It was then

a double-sheet paper, 13x19 inches, with five columns to a page; price one cent.

The newspaper "courtesy" of the time, as reflected in the "Herald," resulted in at least one personal encounter when James Watson Webb, of the "Courier and Enquirer," retaliated for an attack upon himself in the "Herald," by assaulting Bennett in Wall Street, where he knocked him down.

The first "Heralds" were sold in the basement of No. 20 Wall Street, from a rude counter formed by a board resting on two empty barrels, and while Mr. Bennett wrote his editorials at one end of the counter, his customers would help themselves to a paper and lay down a penny in payment.

I have No. 43 of Volume II of the "Herald," published in the Clinton Building, corner of Nassau and Beekman Streets, on Thursday, April 28, 1836. Under heading "Public Amusements," the "Franklin" is the only theatre advertised, the comedy for the evening being "Sweethearts and Wives." Doors open at 6; performance at a quarter to 7. Among other items are, "Success of Humbug," "The State Has Loaned the Erie Railroad Three Millions," "Philosophy of Living—Eat When you are Hungry, Drink When you are Thirsty, and Borrow No Money in Wall Street."

The "Herald," at the start, was a sensational sheet, and many social gatherings of those days were astonished to read in the "Herald" a report of the sayings and doings of the previous evening. It was a terror to evil-doers. They were lashed with the scorpion lash of their own sins. It caused a lively time among the papers of those days when it made its appearance. I believe it was the first daily paper to publish money articles.

William H. Alltree was the editor's "right bower." He could report all the news of the day, and swear to its truth if disputed. As a specimen of the newspaper politeness of that day, the "Herald" used to refer to Horace Greeley as a "galvanized squash."

On March 13, 1845, the "Herald's" first double sheet of eight pages was issued. The sale of daily papers, at this time, was growing rapidly, as was indicated by the "Herald's" sworn statement of its publication for the month of June, which

was a daily average of 11,501, while the combined output of six other leading papers was 13,266.

Note.—The "Herald," at the present time (1913) claims a daily circulation of 112,000, with Sunday edition running up to 240,000.

The "Herald" was published later at No. 21 Ann Street. Still later it was published in the Bennett Building on the Northwest corner of Fulton & Nassau Streets, and after the year 1865, in the "Herald" Building that stood where the tall St. Paul Building now stands, on the corner of Broadway and Ann Street, from which it went to its present quarters, at the junction of Broadway and 6th Avenue between 35th and 36th Streets, now better known as "Herald Square," one of the busy centres of New York. The New York "Herald" was the first daily paper to remove from the lower part of the city to an up-town home.

The present New York "Herald" is a world-wide news medium. It is a nine or ten, double-page, seven-column paper, and is sold for three cents. The Sunday edition, often reaching 40 or 50 double-pages, is sold for five cents. In the capitals of Europe, the New York "Herald" is the only medium traveling Americans rely upon for news of the United States. Copies of this paper can now be had in all the large cities of the world. It is published daily both in New York and Paris.

The "Herald," since the death of James Gordon Bennett, Sr., has been conducted by his son.

On April 3, 1841, Horace Greeley issued the "Log Cabin" as a weekly paper, from No. 30 Ann Street. He was then 30 years of age.

The New York Tribune—The "Tribune" appeared on the 10th of April, 1841. It was also issued from No. 30 Ann Street, at one cent per copy, and with the following introduction.

"The 'Tribune,' as its name imports, will labor to advance the interests of the people and to promote the moral, social and political well being. The immoral and degrading police reports, advertisements and other matter which have been allowed to disgrace the columns of our leading penny (cent) papers, will be carefully excluded from this and no exertion spared to render it worthy of the hearty approval of the virtuous and refined and a welcome visitant at the family fireside."

The "Tribune" printed an edition of five thousand copies, and Greeley, in the beginning, reported—"We found some difficulty in giving them away."

Chas. A. Dana, later owner and editor of the New York "Sun," was employed by the "Tribune" at fourteen dollars per week, and Henry J. Raymond who organized the New York "Times," first published at No. 113 Nassau Street in 1851, was also employed by the "Tribune" at ten dollars per week.

In the later part of 1835, I left Cornell, Althause & Co., and on Dec. 15th entered the employ of Daniel Delaven & Bro., a hardware house doing business at what is now Broadway, corner of Broome Street, where I remained until they failed in 1836.

First Steam Railroad Out of New York—The first steam Railroad out of New York was the New York and Harlem, about the year 1836.

R. E. Dietz Began Experimenting With Artificial Lights—

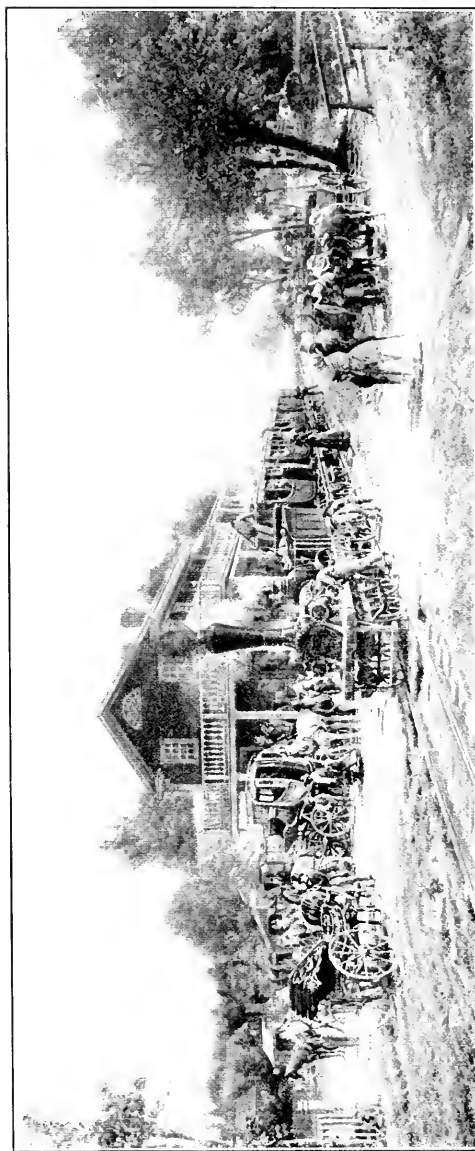
About the year 1836, I purchased a German student lamp for use in my room, and resumed experimenting in my leisure hours, striving to burn the various hydro-carbons which were at that time being introduced for artificial lighting.

I experimented with camphene, rosin oil, burning fluid, and chemical oil, all of which were in a greater or less degree dangerous for use in the hands of unintelligent persons. Camphene or fresh distilled turpentine, in those days, produced the cheapest artificial light known in the world, and was widely used in New York by reason of its brilliancy and economy, by tailors, shoemakers and thousands of persons who could not afford to burn gas, as then made from rosin or coal, which cost the public, at that time, about seven dollars per thousand cubic feet.

The brilliancy and cheapness of camphene caused the Gas Company to spend thousands of dollars striving to produce a light of equal power.

The liquids then mostly used for illumination were fish oil, sperm or whale oil, camphene, burning fluid and spirit gas.

The City's First Gas Works—It was not until 1823 that New York City adopted gas for lighting purposes. The first city



(Courtesy of C. K. Mackay.)

CHILDHOOD OF RAPID TRANSIT (1835).
The New York Central on the Mohawk.
(From a Painting by E. L. Henry.)

Gas Works were located at Rynder Street, corner Hester, near the east end of Canal Street, and remained there, using rosin for gas making, until Canal Street was opened through to the Bowery.

When the New York Gas Light Company was incorporated Samuel Leggett became its President. It was first to generally introduce gas-lighting in this city. The Company was given an exclusive privilege for thirty years, to lay gas pipes south of Grand Street. The first house lighted by gas was that of the President of the Company, at No. 7 Cherry Street.

After the failure of Daniel Delaven & Bro., I secured a position with the hardware firm of Adam W. Spies & Co., at 192 Pearl Street, near Maiden Lane. They had succeeded the firm of C. & J. D. Woolf who were first established in 1800. I had charge of their Gun and Pistol Department.

R. E. Dietz Became a Volunteer Fireman—After entering the employ of Adam W. Spies & Co., I joined No. 9 Columbian Hose Company that quartered with Engine Company No. 40, "Lady Washington," at No. 114 Mulberry Street.

At the time I became Volunteer Fireman, the entire force of fire fighters consisted of but twelve hundred members, many of whom were the foremost men of the time. It was an honor to be a member of the Volunteer Department in those days. After serving six years in the department I was honorably discharged. I have outlived all my companion members of No. 9 Columbian Hose Company. (Note: The present paid Fire Department, installed in 1865, costs the city over nine million dollars annually.)

R. E. Dietz Sails for Mobile—While I was in the employ of Adam W. Spies & Co., business was so extremely dull that I did not feel that I was earning the salary paid me, and times were so hard after the panic of 1837 that New York seemed like an immense Poor House. In 1839 I resigned my position, and early in November of that year I engaged passage for Mobile, Ala., on the brig "Mobile," Capt. Risley in command. I bade adieu to my relatives and friends and sailed for the sunny South. There were but three other passengers aboard,

and after a rough and stormy three weeks' voyage, we arrived in Mobile, where I at once secured a position in William Chamberlain's hardware store, where I remained until the early spring of 1840, when I resigned, and decided to return to New York by way of New Orleans. At New Orleans I was taken with malarial fever and had a hard siege. After recovering, on leaving my boarding place at 23 Magazine Street, I found I had only sufficient funds to return to New York by sailing vessel. I reached New York in the month of May, and secured a temporary position in Sheriff Acker's office, where I remained for a few months.

R. E. Dietz Starts in Business.—I had now arrived at the age of twenty-two, and during the summer of 1840 I purchased, with my small savings, a lamp and oil business at No. 62 Fulton, corner of Columbia Street, Brooklyn, N. Y. There was not a stage or horse-car line running in Brooklyn at that time. The population of New York City was then but 300,000. By strict attention to business and with more than 300 days of hard work, I managed to save about six hundred dollars the first year. The business gradually increased, and a year or two later I took my brother William Henry and one John A. Weed into partnership, and we conducted the business under the firm name of Dietz, Brother & Co. We opened a lamp store at No. 13 John Street, New York City, and were the inventors and sole manufacturers of the genuine Doric lamp. Note.—On the following page is a facsimile of a full-page advertisement of Dietz, Brother & Co. as it appeared on the first page of Doggett's Fourth New York City Directory, in 1845 and 1846. Mr. R. E. Dietz then resided at No. 33 Vandewater Street.

New York's First Savings Bank.—New York's first savings bank was opened on March 26, 1841. It was called the Chambers Street Savings Bank, and was located in the basement of a building on the site of the present Court House in Chambers Street.

The Old John Street Theatre.—Dietz, Brother & Co.'s store at No. 13 John Street was just west of the old John Street Theatre, which stood in the rear of Nos. 15, 17 and 19.

Note.—At this writing (1913) the rear of the Chatham Na-

tional Bank, corner Broadway and John, covers the site of the old store of Dietz, Brother & Co., No. 13 John Street.

The theatre building was an unsightly object, principally built of wood, painted red, and stood about 60 feet back from the street, having a covered way of rough boards from

DIETZ, BROTHER & CO.
No. 13 JOHN STREET, New-York,
 AND
62 FULTON STREET, Brooklyn,
 ORIGINAL INVENTORS AND SOLE MANUFACTURERS OF THE
GENUINE DORIC LAMP.
 ALSO, MANUFACTURERS AND DEALERS IN
IMPROVED CAMPHENE LAMPS,
SOLAR LAMPS, GIRANDOLES, HALL LAMPS AND LANTERNS,
ASTRAL & SOLAR SHADES,
CHIMNEYS, AND LAMP GLASSES OF ALL KINDS.
 Lamp Wick, Pure Sperm Oil, Camphene and Burning Fluid,
 WHOLESALE AND RETAIL, AT LOW PRICES, FOR CASH.

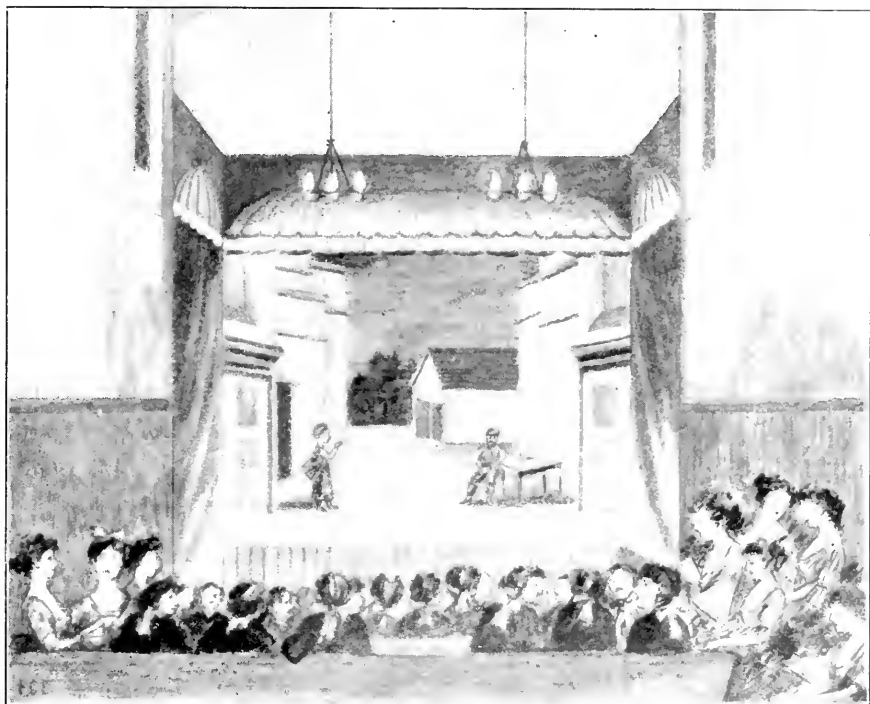
☞ Mechanical and other Lamps repaired, Astral Lamps altered to Solar, Girandoles regilt, bronzed, and silvered, &c.

Facsimile of Dietz Brothers & Co. early advertising.

the sidewalk to the main entrance. The auditorium consisted of what was then called a "pit" (now known as the orchestra), two rows of boxes and a gallery, and when filled, at usual prices, would realize 800 dollars. It was the fourth theatre

erected in New York, and was opened by Lewis Hallam, Jr., and John Henry, on December 1, 1767, by an American company, "at six exactly," with "Beaux's Stratagem."

Where the First American Play Was Produced.—The first American play that was ever produced in New York was played on its stage. Its last pre-Revolutionary performance,



STAGE OF THE OLD JOHN STREET THEATRE.

Entrance No. 17 John Street (1840).

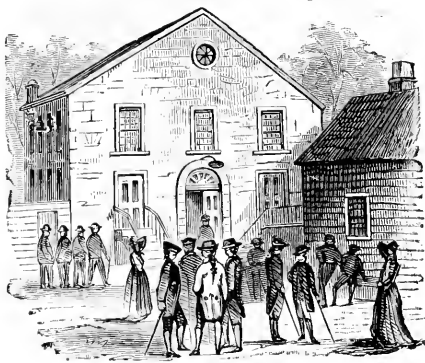
"She Stoops to Conquer," was given in August, 1773. Public excitement running too high for the safety of the performers, who were continually annoyed by the gallery, the company retired to the West Indies. The theatre was closed the year following by the Provincial Congress passing a resolution suspending all public amusements. It was used, for a time, by the British officers for amateur theatricals.

The first performance on its stage, after the Revolution,

was in December, 1785. The first play produced under the American flag was called "Countess of Salisbury." In 1790 this theatre was the only one open in New York. At that time General Washington resided in the Macomb House, No. 39 Broadway, and that was his last place of residence in New York. An authority states that the national air of the day, "Hail Columbia," was composed by a German musician named Fyles, in compliment to President Washington, and that it was first played in the John Street Theatre one evening when General Washington visited it in 1790. It remained a theatre up to the year 1849.

New York's Pioneer Florist.—Grant Thorburn, New York's pioneer florist, who arrived in this country in the year 1794, and started a grocery store at the corner of Nassau and Liberty Streets, occupied later (with a seed store) a location in front of the old John Street Theatre.

Note.—At the present writing (1913) the site of No. 15 John Street is occupied by the Dennison Manufacturing Company.



(Courtesy of Harper & Brothers)

THE OLD JOHN STREET METHODIST
EPISCOPAL CHURCH.
Erected 1768.

The Old John Street M. E. Church.—Still further east, on this historic spot, on the opposite side of John Street, at Nos. 44 and 46, is located what is known as the old John Street Methodist Episcopal Church (the cradle of Methodism in the New World.) It was built the year after the old John Street Theatre was opened, and on October 30, 1768, dedicatory services were held. (John Street was then known as Gold Hill.) Regular services are still held in this church each week day, between the hours of 12 and 1 o'clock. The church

was rebuilt in 1817, and again rebuilt in 1841. Escaping the great fire of 1776, which destroyed Trinity Church and fifteen hundred dwellings in the Whitehall district, the edifice was

fortunate in suffering no damage in the military occupation of New York by the English. Within its walls, at the conference of 1789, John Dickens was appointed book steward, and a circulating library, which is still a valuable possession, was established. From this apparently insignificant circumstance has developed the Methodist Book Concern of to-day, a 3,500,000 dollar corporation.



GOLDEN HILL INN.

No. 24 William Street, near John.

Constructed in 1756. The bricks used in it were brought from Holland.

(Note.—This building is still standing, in 1913, and opposite it is the birthplace of Washington Irving.)

But a short distance to the east of the old John Street Church was shed the first blood of the Revolution, and the first life was sacrificed in the cause of freedom. The two days' fight, known as the battle of Golden Hill (the high ground between Cliff and Gold Streets, near John), was in January, 1770, caused by the sawing down, by some British soldiers, of a Liberty-pole which the "Liberty Boys" had erected in celebration of the repeal of the Stamp Act. This battle took place five days prior to the battle of Lexington.

Dietz Brothers, who were established in 1840, were the first to manufacture lamp goods by steam power in quantities, in this country.

P. T. Barnum.—During the year 1842 P. T. Barnum became the proprietor of the American Museum, which had been built by John Scudder in that year, at the corner of Broadway and Ann Street.

In 1844 Fifth Avenue was only a country road. Farms with rail fences adjoined it.

On February 2, 1846, Arasmus French was admitted to the firm of Dietz, Brother & Co.

Robert Edwin Dietz Married.—I (Robert Edwin Dietz) was married at St. Ann's Episcopal Church, in Brooklyn, N. Y., to Anna, daughter of William and Anna Hadwick, of Enniskillen, Ireland, on May 16, 1846. We then took up our residence in Brooklyn, where we went to housekeeping.



Robert A. G. Smith.



Anna Frederick.



After a short residence in Brooklyn, I leased a house one door from the northeast corner of Gold and Beekman Streets,



HOUSE No. 66 BEEKMAN STREET

(Next to the Corner of Gold)

Home of R. E. Dietz from 1846 to 1853; Birthplace of His Son, Fred Dietz

New York, from Philip Hone, who was Mayor of New York City in 1826. I resided there up to the year 1853. The house still stands at this writing (1892). The following children were born to us:

Mary Augusta Dietz, who married William Henry White.
Frederick Dietz, who married Marie Louise Hick.
Anna Louise Dietz, who married Frank H. Clement.
John Edwin Dietz, who married Olga S. Sanderson.
William Meinell Dietz.
Henry James Dietz.
Howard J. Dietz.

No. 66 Beekman Street was the birthplace of my daughter Mary Augusta, and also my son Frederick.

The following is a copy of my lease in 1846:

"This is to certify that I have hired and taken from Philip Hone the house and lot No. 66 Beekman Street, for one year, to commence the first day of May next, at the yearly rent of six hundred and fifty dollars, payable quarterly on the first day of August, November, February, and May. The first three payments to be 150 dollars each, and the last 200 dollars, of which last payment 50 dollars may be paid in receipted bills for repairs.

"I do hereby promise to make punctual payments of the rent in manner aforesaid, and quit and surrender the premises at the expiration of the term, in as good state and condition as reasonable use and wear thereof will permit, damage by elements excepted.

"Given under my hand and seal the sixteenth day of February, eighteen hundred and forty-eight.

"(Sgd.) ROBERT E. DIETZ. (Seal.)

"Witness:

"Philip Hone, Jr."

Facsimile of letter received by R. E. Dietz from Philip Hone, one time Mayor of New York, on Jan. 30, 1851. (See next page.)

Thursday Jan^y 30. 1854

Mr Robert E. Ditz


Dear Sir

The rent of the House
66 Beekman Street which
you occupy, will be \$700
for the year commencing
1st May next.

You will oblige me
by informing me tomorrow
between the hours of 11
and 3 o'clock at the
Naval Office, Custom House,
whether you will remain
on the terms proposed

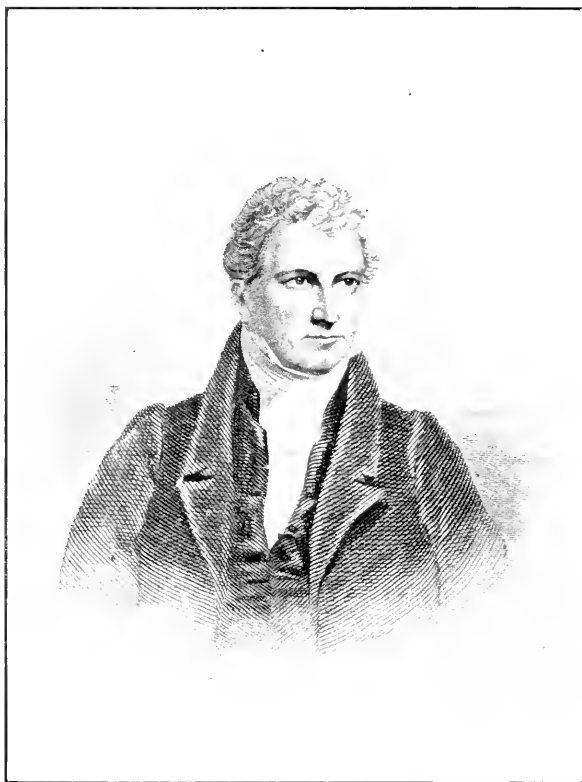
Your obedient serv^t

Philip Hone



Note.—New York has done little to honor her famous sons. Of all the distinguished men born here, only five, besides Mayor Philip Hone, have memorial statues in this city. New York City has had just six sons of whom she is proud. In all the years that have passed since the boys and girls of the village of Harlem came down Bouwerie Lane to dance around the

May-pole on Bowling Green, there have been born in New York City only six men of sufficient importance to receive the tribute of a memorial statue. And some of these six statues can be said to be conspicuously placed—few citizens have seen them all. Peter Cooper, depicted by Saint-Gaudens, stands in



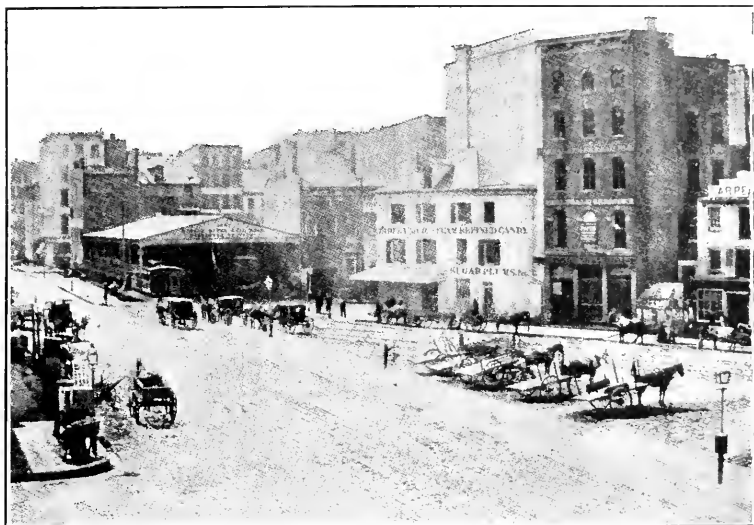
PHILIP HONE.

(Mayor of New York City, 1826.)

the triangle south of Cooper Union. On Bowling Green is a statue of Abraham de Peyster, Mayor of the city from 1691 to 1695. Two other Mayors—James Duane and Philip Hone—are commemorated by statues in the Hall of Records. There is a statue of Washington Irving in Bryant Park, and one of John Jay in front of the Chamber of Commerce. And that

is all. Of all the statesmen, inventors, philanthropists, jurists, soldiers, of all the men distinguished in various pursuits who have been born in the City of New York, only six now appear, in marble or bronze, to remind the world of their claim to immortality.

Now, if the citizens of New York had a deep dislike for statuary it would be easier to understand this apparent neglect of their illustrious fellow-townsmen of the past. But this is not the case. New York is full of monuments, most of which



FIRST HUDSON RIVER RAILROAD PASSENGER STATION. Located at what is now Chambers St. and West Broadway (1850 to 1867).

are memorials of individuals. Some of them, of course, like the Soldiers and Sailors' Monument, at Riverside Drive and Eighty-ninth Street, and the Consolidation of Greater New York in the Hall of Records, are in commemoration of groups or historic events, but nearly every monument is in memory of some great man.

Telegraph Line Opened.—In January, 1846, the telegraph line between New York and Philadelphia was opened.

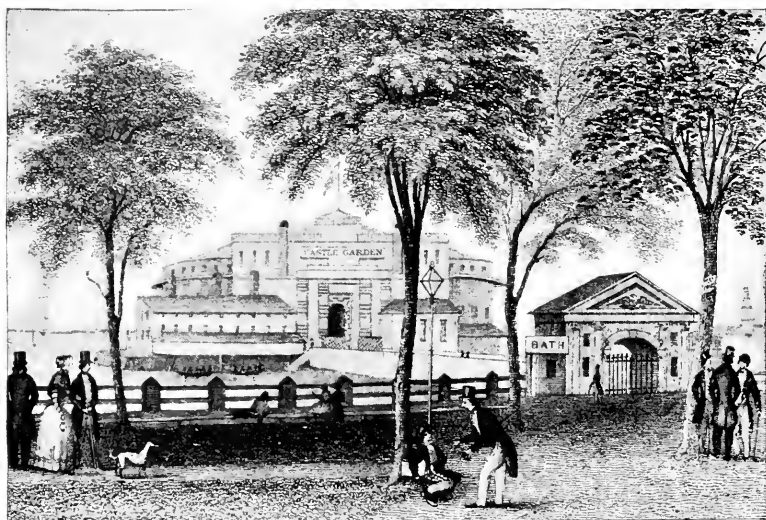
On September 25, 1849, the Hudson River Railroad obtained permission to run dummy engines as far south as

Chambers Street, where (at what is now Chambers Street and West Broadway) it had its passenger station, which held, I should judge, about a dozen cars. Columbia College stood opposite the station from 1850 to 1866. In 1867 the depot was transferred to Thirtieth Street and Tenth Avenue, and still later to Forty-second Street and Park Avenue.

Note.—The latest depot is known as the Grand Central Terminal.

In 1850 the northern boundary line of the city did not extend above Thirty-fourth Street.

P. T. Barnum and Jenny Lind.—It was in the year 1850 that P. T. Barnum engaged the Swedish "Nightingale," Jenny



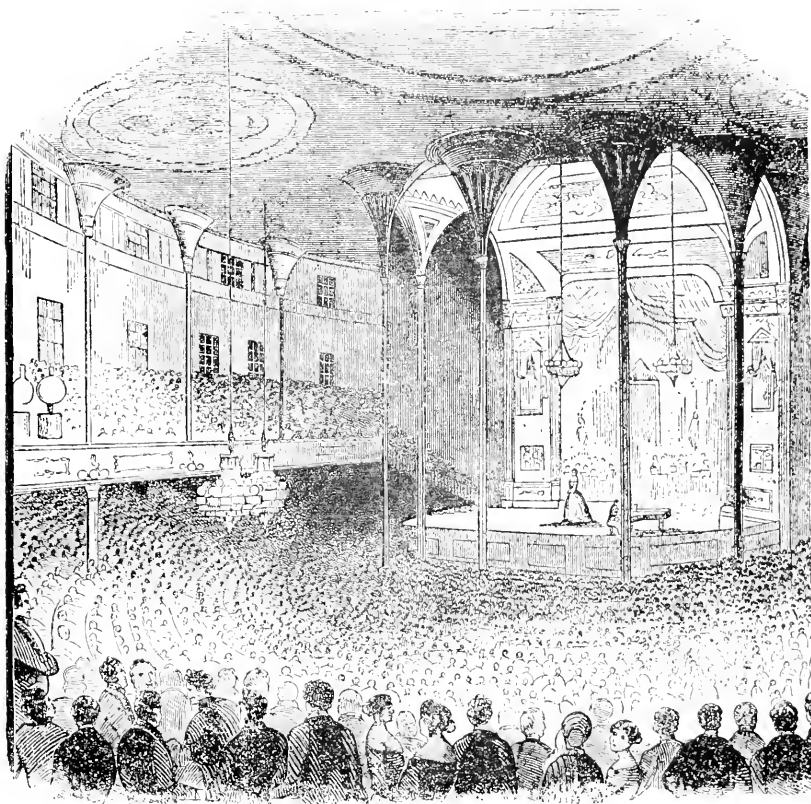
(Courtesy of Harper & Brothers.)

THE ORIGINAL CASTLE GARDEN
(As seen from the Battery).

Lind, at one thousand dollars per night, to make her appearance here in opera. She arrived here on September 1st, and Castle Garden was selected as the place for her to make her debut.

Jenny Lind's Concert.—P. T. Barnum awarded the contract to illuminate Castle Garden to Dietz, Brother & Co., for this, the greatest musical event that New York City had ever known, which took place on the night of September 11th of

that year, when Jenny Lind was introduced by Mr. P. T. Barnum to her first American audience. *



INTERIOR OF CASTLE GARDEN—DURING ONE OF
JENNY LIND'S CONCERTS (1850)

Illuminated by Dietz, Brother & Co., with Solar Lamps
(burning sperm oil).

People never cease talking of this great event, and of the Broadway hatter, John H. Gennin, who paid 225 dollars at

* Castle Garden is now the New York Aquarium in Battery Park. This is the world's largest aquarium (with an average of 5,000 visitors daily), and has the finest collection of living fish ever displayed. The site commands one of the most noble views in the world, the Bay of New York. The Garden was originally built in 1807-1800 as a place of defense and retained as such until 1823, when it was ceded to the city, dismantled as

a fort, and changed to a place of amusement. Castle Garden was first called "Fort Clinton," then "Castle Clinton" (after DeWitt Clinton, the patriotic Mayor of New York City in the troublesome days of 1812), then "Battery Fort," and finally "Castle Garden." General Lafayette was the first visitor of importance to visit it in 1824. In those days it was one of the most commodious places of its kind in the world and was New York's first roof garden. It was the place of meetings of all great functions, and the noted men who made the history of the country, during the first and middle portions of the nineteenth century, met there. It frequently held 6,000 people, and on some occasions as many as 10,000. It soon became a fashionable resort, and was changed to a play-house in 1839. It was the home of New York's first great season of opera in 1847.

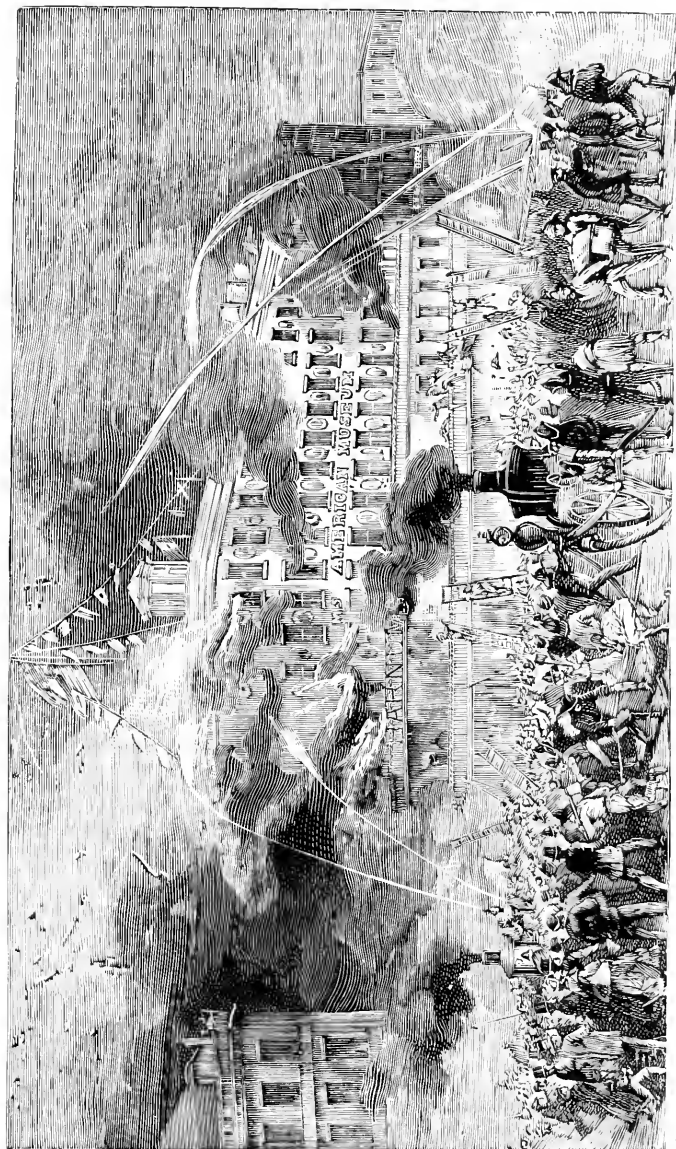
auction for the choice of seats for the first Jenny Lind performance. The receipts from the first night were 17,846 dollars; the second, 14,203 dollars, and the last of the New York series of her concerts brought the receipts up to 16,028 dollars.

When Jenny Lind visited Boston, the first night's receipts were 16,419 dollars—this to hear a woman sing! The total receipts of the ninety-five concerts, under this great showman's management, were 112,161 dollars.

Barnum released the great singer from her original contract after the second night's performance, and the share she received for the first six concerts was 30,000 dollars, or five times the amount of her original contract. She gave half of her receipts to charity. The total net sum she received for her ninety-five concerts was 116,615 dollars. These figures are calculated to make modern managers of single star musical attractions envious.

Yet, in five or six years, Barnum was "dead broke." His start to regain his fortune was made by taking "Tom Thumb" for a second European tour, and he also took over to London an "Uncle Tom's Cabin" company that proved popular, and he was soon again in full swing. Later came the big Barnum Circus and other enterprises.

In the early fifties, this great showman had Dietz, Brother & Co. refit, with elaborate gas fixtures, his great American Museum that stood on the southwest corner of Broadway and Ann Street (where the tall St. Paul Building and the National Park Bank now stand), and where he exhibited his "Great Moral Drama." This museum caught fire at midday, July 13, 1865, and was utterly destroyed in less than an hour's



BURNING OF BARNUM'S AMERICAN MUSEUM.
Broadway and Ann Street (July 13, 1865).

(Courtesy of P. F. Collier & Son, Inc.)

time, but without loss of life. Barnum afterwards opened a museum on the west side of Broadway, above Spring Street, and later this building also burned. Barnum died, at the age of eighty-one, a wealthy man.

When the Horse-Car Lines Were Built.—The Eighth Avenue Horse-Car Line was built by George Law and Oliver Charlick and completed in 1851. During the year 1852 the Second, Third and Sixth Avenue surface car lines obtained their charters, and later, when they started operations, the street car business began to boom.

The Metropolitan Hotel was erected on the east side of Broadway, corner of Prince Street, and when completed in 1852 was opened on September 1st of that year. It cost a million dollars, and was said then to stand at the head of the hotels of the world.

Broadway Bridge.—About 1852 Broadway below the City Hall was such a crowded thoroughfare, and was so congested with the great number of business vehicles and the different stage lines running to Fulton, Wall and South Ferries, that pedestrians had difficulty in crossing. In October, 1852, a plan for the relief of this thoroughfare was presented to the Common Council. Finally a bridge, for the use of pedestrians, was erected across Broadway, at Fulton Street. It was completed and opened to the public on May 16, 1861. It was but little used, however, and was removed on December 24, 1868.

Crystal Palace.—The Crystal Palace was erected in what is now Bryant Park, in 1852, and on July 4, 1853, the first American World's Fair was opened there. The famous Crystal Palace was destroyed by fire October 5, 1858.

First All-Night Cafe.—The first all-night cafe was started in 1852, by Robert Burns. He opened a chop house on Sixth Avenue, opposite the Crystal Palace. This restaurant soon became famous, and when Robert Burns died and his mantle and business fell upon the shoulders of his only son, Samuel F. Burns, the latter profited by the foundation his father laid, and built upon it one of the most successful restaurants the city had ever known.



(Courtesy of P. F. Collier & Son, Inc.)

BRIDGE ERECTED OVER BROADWAY AT FULTON STREET
(May 16, 1867).

It was during the year 1854 that trains first began to run from Jersey City over the Erie Railroad to Buffalo.

Dietz, Brother & Co. Changed to Dietz & Co.—After 1855 the firm name of Dietz, Brother & Co. was changed to Dietz & Co., when three more of my brothers were admitted to the firm. We then had a large factory built for the manufacture of lamps, burners, gas fixtures, &c., in rear of Nos. 132 and 134 William Street, New York City, and the business was continued here, under the name of Dietz & Co., for about twenty years.

When I started in business, almost all the house lamps used in this country burned sperm oil, and most of them were imported, the few that were manufactured in this country being made by hand.

Domestic Lighting a Serious Expense.—Domestic lighting was one of the most serious items of family expense. Sperm oil sold for \$1.25 per gallon by the cargo, and \$2.25 per gallon at retail. Camphene was the first substitute for sperm oil. It was inflammable and evoked a combustible vapor, and there were frequent explosions from it, but it gave a much brighter light than sperm oil, and as it cost about one-third the price, people burned it and took the chance of accidents for the sake of getting an illuminant within their means. It could only be used in a lamp with a chimney.

Burning fluid, made from a mixture of camphene and alcohol, was used in portable lamps without a chimney. These burners had two long wick tubes, and a cap attached by a chain, to put over them to extinguish the flame.

Dietz First Made Sperm Oil Lamps.—The lamps I first manufactured were for burning sperm oil. Then I made lamps to burn camphene, and these continued in use until they were displaced by lamps burning coal oil, rock oil, or kerosene.

When Coal Oil First Came to Public Notice.—Coal oil first came to public notice during the year 1856. It was distilled from the boghead minerals which came from Tobano Hill, Scotland; Albertine, which came from Nova Scotia; Grahamite, which came from Ritchie County, W. Va., and Breckenridge, Ky.

In less than three years after the time coal oil was discovered, there was a series of coal oil distilleries from Portland, Me., down to Wilmington, Del., refining this illuminant.

Dietz First to Invent a Coal Oil Burner.—After coal oil was discovered, the Dietz Brothers were the first to solve the problem of constructing a burner to consume it. A glance at the patent files in Washington, D. C., will show that Dietz was the first (in 1851) to invent a flat-wick burner that successfully consumed this fluid, and to the Dietz family belongs the credit of creating a revolution in the artificial light business.

Discovery of Petroleum.—Two or three years after the distilling of coal oil had become firmly established, petroleum, or "rock oil," was discovered. This product of nature, from which is distilled kerosene, gasoline, naphtha and many other products, was first discovered in Oil Creek, Pa., on August 26, 1859.

Colonel Edwin L. Drake, the man who drilled the first oil well, was formerly a conductor on the New Haven Railroad. He went to Northwestern Pennsylvania in 1851.

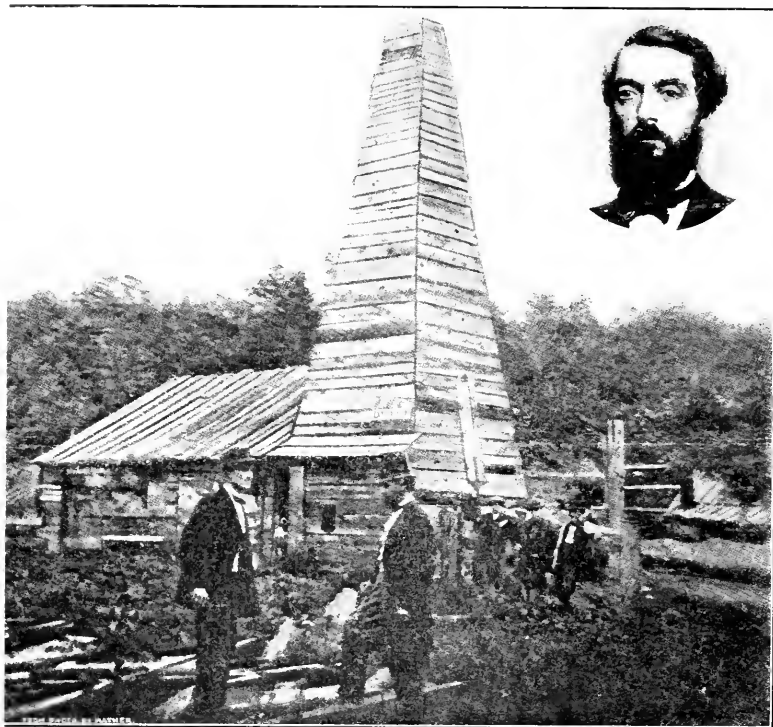
An active search was being made for the source of the oily scum that floated on the surface of the ponds in the vicinity of Oil Creek, samples of which were gathered and analyzed by Professor Silliman, of New Haven, Conn., who pronounced it crude kerosene oil.

The Pennsylvania Rock Oil Company was organized, having for its object the gathering and sale of this surface oil in Western Pennsylvania. Contracts were at first made with farmers and others to gather the oily scum on a royalty. After a few barrels had been gathered, Colonel Drake was placed in charge.

He had learned that as long ago as 1819 oil was accidentally obtained in boring two salt wells on the Muskingum River, in Ohio, and that in 1829 a flowing well was obtained, by chance, at Burkesville, Ky. He became possessed of the idea that he could obtain oil similar to that found on the surface, by boring for it, and, erecting a derrick, he started to bore an oil well.

After spending much time and considerable money to drill

the first well, Drake's funds gave out, and the well being unsuccessful, he was reduced to poverty, and had to support his family by doing odd jobs. He kept a strong heart, however. His faith in the final outcome of his project remained unshaken, and early in the spring of 1859 he succeeded in convincing two friends, R. D. Fletcher and Peter



COL. EDWARD L. DRAKE and the DRAKE OIL WELL.

The First Oil Well "Producer," Pennsylvania, 1859.

Wilson, both of Titusville, of the soundness of his ideas, and they provided him with sufficient capital to renew his experiments.

The Colonel then secured the services of William Smith and his two sons, of Tarentum, Pa., who were practical salt well drillers, and in a second attempt, in August, 1859, he "struck oil" at Oil Creek, at a depth of 71 feet, and obtained

400 gallons of crude petroleum, which he sold for 50 cents a gallon.

This started an "oil craze," and soon a forest of oil derricks sprang up, extending into West Virginia and Ohio. Successful wells yielded from 100 to 200 barrels of oil daily. The "Noble" well yielded, in a little more than one year, 500,000 barrels of oil; the "Sherman" well, in two years,

Old
Candle Lantern.



"BEFORE THE DAYS OF KEROSENE"

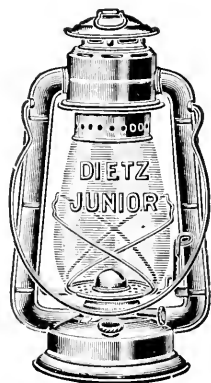
Style of Lantern used for more than
two hundred years preceding the
nineteenth century.

450,000 barrels; and petroleum became one of the most valuable productions in the United States. (Note.—The yield in 1904 was over 100,000,000 barrels.)

The discovery of "rock oil" and its distilled product, kerosene, was made at an opportune time, as the Civil War came on soon afterwards, and the internal revenue of 1861 prevented the use of turpentine and alcohol for lights, and kerosene filled the place of these liquids, which had been so generally used up to that time for illuminants.

Note.—The above illustration shows the common perforated

lantern which was used both in this country and in Europe for more than two hundred years preceding the nineteenth century. Candles only were used in these lanterns, and the feeble light shown out through innumerable apertures punched in the tin from the inner side. Often the holes were arranged in fanciful patterns, scrolls, crescents, stars or interlaced triangles. As late as 1798 we find that these old lanterns were still used in the country districts near New York, where the darkness and bad roads made them a necessity. To-day, however, unless in some country district, they are rarely seen.



Dietz Junior Lantern
gives light of 6-candle power.



Dietz New D-Lite Lantern
gives light of 10-candle power.

Note.—The above illustrations show two of the most modern and popular types of Dietz Lanterns of the present day (1913) for burning kerosene. As proof of their popularity they have been widely imitated.

The discovery of petroleum created a revolution in the use of artificial light. My brothers and myself were easily convinced that the new hydro-carbon, petroleum, was destined to outstrip all competition. Our faith proved well-founded, for its distilled product, kerosene, now illuminates all countries of the civilized world.*

* In the year Drake's well was first operated, namely, 1859, the total value of that year's production of oil in New York and Pennsylvania was \$32,000.

Note.—In 1912, the value of the production of New York, Pennsylvania, Oklahoma, California and minor producing States, came close to \$150,000,000.

The Chemical Bank.—The Chemical Bank is the only New York bank that did not suspend in 1857, and again, the only bank that during the early stages of our Civil War, when all other banks suspended specie payment, allowed depositors to draw in coin the amounts to which they were entitled. Gold was then selling at a premium of 150 per cent.

Note.—The following, from the New York "Sun" of October 3, 1903, regarding the Chemical Bank, may be of interest:

A correspondent of the *Frankfurter Zeitung* informed the German public that the Chemical Bank continued to make drugs and to dispense soda. The following letter from New York, written to correct this misapprehension, was promptly published:

From the *Frankfurter Zeitung*.

The charter of the Chemical Manufacturing Company, with banking privileges granted by the State of New York, 1824, expired in 1844, and the obligation to manufacture chemicals ceased. A bank was then created with a capital of 300,000 dollars, under the above name, to succeed the banking business of that manufacturing company.

Of all New York banks, the Chemical is the only one that did not suspend in 1857, and again the only bank that during the early stages of our Civil War, when all other banks suspended specie payment, allowed depositors to draw in coin the amounts to which they were entitled. A balance of 5,000 dollars, which I had there at that time, was placed on special gold account to my credit, and I was enabled later to sell it at a premium of 150 per cent.

Shares of the Chemical Bank in 1860 were worth about 400 dollars, deposits were 2,000,000 dollars, and dividends 12 per cent. per annum, against the value in 1903 of 1,000 dollars a share and against deposits of 25,000,000 dollars, and annual dividends of 150 per cent.

The following anecdote of the good old time when New York millionaires could be counted on the fingers of our hands may be of interest:

A depositor coming with an introductory letter to Peter Goelet wanted to enlist his powerful influence to obtain a loan, and was shown by Mr. Williams into the directors' room, where he could find only an old gentleman mending his coat. The depositor took him to be a tailor, but he

actually was the Swiss ancestor of that wealthy Goelet family so well known to-day. When Mr. Williams explained to Mr. Peter Goelet what he was wanted for, he promptly came out in shirt sleeves and assisted the customer to the money he required.

LOUIS WINDMULLER."

Mr. Downing and Central Park.—W. J. Downing addressed a letter from London, during the year 1849, to the Horti-

DIETZ "JUNIOR"
"QUEEN OF COLD BLAST LANTERNS"



No Household Is Complete Without a
DIETZ "JUNIOR" LANTERN
(Made in Tin and Brass).

culturist, a periodical of that date, calling attention to the importance of parks in the growing city of New York—and Central Park was the outcome.

In 1857 Central Park was founded. It contains 879 acres that cost the city something like six million dollars.

Note.—The estimated value of the land at present (1913) is two hundred and fifty millions.

It would seem fitting and appropriate for the city to erect a statue in the park to the memory of W. J. Downing.

DIETZ NEW D-LITE
THE LANTERN OF "QUALITY"



No Barn or Stable is Complete Without
A DIETZ D-LITE LANTERN

Atlantic Cable.—The celebration marking the completion of the Atlantic Cable will long be remembered in New York. It took place under the glass arches of the Crystal Palace in 1858. Cyrus W. Field, whose energies chiefly had accomplished this great work, was given a banquet, and the whole land broke out in celebration.

A LEAF FROM THE PAST

NOTE.—On April 15, 1862, Mr. R. E. Dietz wrote to Mr. Field, regarding a new form of electric wire, and the following is a facsimile of a letter requesting Mr. R. E. Dietz to call and see him:

New York April 17. 1862

Dear Sir

Your note of 15th inst
received.

Please call in at my
office, 57 Beekman Street.

some time when passing

Yours truly

[Signature]
yours W. D. Field.

Mr R. E. Dietz

132 William Street

Dietz & Co. in London.—During the year 1860, Dietz & Co. opened a store in London, E. C., at No. 4 St. Paul's Building, Little Carter Lane. My brother, Michael A. Dietz, removed to London and took charge.

Dietz & Co. then issued their first fine large forty-page Lamp Catalogue, 12 x 18 inches, illustrated with wood cuts and printed in colors, a veritable work of art. My brother Michael eventually became the sole owner of the London business, and conducted it under the name of Dietz & Co. up to the time of his death, in 1883. The name of the English firm was then changed to Dietz, Davis & Co.

First Elevated Railroad.—The first elevated railroad built was the Ninth Avenue. It extended from the Battery to Twenty-first Street. It began running in 1869, and was first operated by cables run by stationary engines located at different points on the line. (Note.—After 1870, dummy engines were used, and still later the trains were run by electric power.)

Shortly after the Ninth Avenue Elevated Road was operated successfully, the Sixth Avenue Elevated Road was built; then the Third and Second Avenue lines followed. They were all in operation prior to the year 1876.

The Original Irwin Tubular Lantern.—In 1867, Archer, Pancoast & Co. had a factory at Nos. 9 and 11 Mercer, oppo-



(By Courtesy of Chamber of Commerce, New York, Incorporated 1770.)

THE AMERICAN PROJECTORS OF THE ATLANTIC CABLE

Standing (from left to right): David Dudley Field, Chandler White, Prof. S. F. B. Moss, D. Huntington, Cyrus W. Field, and Wilson G. Hunt. Seated (from left to right): Peter Cooper, Marshall O. Roberts, and Moses Taylor.

site Howard Street, in New York City, where they manufactured lanterns and gas fixtures. They wanted to close out their lantern department to some one who would carry

out a contract with the patentee to manufacture the new Irwin Tubular Lantern.

Early in the year 1867, Mr. A. G. Smith, then a lantern salesman for Archer, Pancoast & Co., showed me a lantern called the "Tubular," invented by John H. Irwin. This lantern burned on an entirely new principle, the air to support combustion being conveyed to the burner through the side tubes that formed the lantern frame, and producing a light of greater power than could be found in an ordinary lantern.

John H. Irwin, the patentee, had granted a license to Archer, Pancoast & Co., of this city, to manufacture this lantern for the Eastern and Middle States, on a royalty. He had also granted to the Chicago Manufacturing Company, of Chicago, a license to manufacture this lantern for the Western States, on a royalty. The Chicago Manufacturing Company began the manufacture of tubular lanterns during the year 1868. They were succeeded, in 1873, by the firm of Dennis & Wheeler, and in 1881 this firm was absorbed by the Steam Gauge and Lantern Company, of Rochester, N. Y. In the year 1897, the Steam Gauge and Lantern Company was absorbed by the R. E. Dietz Company.

Mr. A. G. Smith, the Archer, Pancoast & Co.'s salesman, was anxious to find a person with sufficient capital who would purchase the lantern business and take him in as a partner. I was the only man to be found who was really enthused over this new lantern. At first I had no thought of going into the business with Smith, and did all that I could to find him a man with sufficient capital to join him in the new venture. I loaned Smith twenty-five dollars to advertise for a partner. Mr. B. T. Babbitt, the soap manufacturer in New York City, after investigating the patent, was willing to invest twenty-five thousand dollars in the business as a special partner for three years, but the period was not considered long enough to place the business on a paying basis, so his offer was declined.

During the early part of 1868, I decided to join Smith in the new enterprise, provided I could close out my interest in the firm of Dietz & Co., in William Street. After some delay I succeeded, in July of that year, in selling my interest

in this firm to my brother, J. M. Dietz, but was obliged to do so at a great sacrifice. He continued the business but a short time as the factory was destroyed by fire on the night of February 22, 1871. The loss being a total one, he never resumed the business.

Just before my plans were perfected, the firm of Archer, Pancoast & Co. went into the hands of a receiver, and on July 30, 1868, I purchased from the receiver, Edward J. Murray, the right to manufacture the new Tubular Lantern under the Irwin patents, together with their lantern business, stock, tools, patents and good will.

Dietz & Smith.—On August 1, 1868, the firm of Dietz & Smith was formed. Smith had but little money, so I was obliged to contribute about 80 per cent. of the capital to finance the concern, but notwithstanding this fact, I agreed that Smith should have an equal interest with me in the business.

Dietz & Smith at once leased the upper floors of the four-story building, 25x100 feet, at No. 4 College Place, corner of Robinson Street (now West Broadway and Park Place), and commenced to remove their purchases and belongings to the new factory. My eldest son, "Fred" Dietz, who was starting out on his business career, assisted in checking in the goods as they arrived.

It was but a short time before the new firm was turning out Tubular Lanterns. At first the trade was prejudiced against this lantern, principally on account of its seemingly odd and awkward appearance. It differed from any lantern that had been marketed up to that period, and it required time to overcome this prejudice. It was difficult to sell 500 dozen of these lanterns the first year, but when their superior burning qualities became known, they gradually grew in favor, and it was but a few years until there was a demand for thousands of dozens annually. Dietz Tubular Lanterns (or imitations of them) are the only kind now sold.

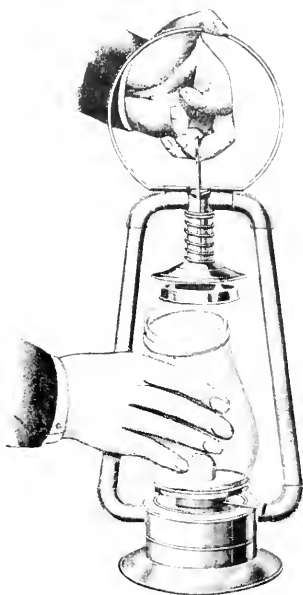
Imitations of the Original Tubular Lanterns Appear.—Once the success of the Tubular Lantern was assured, other lan-

tern manufacturers tried to make lanterns as near like it as possible, and I believe the first suit that was brought by the owners of the patents to establish their validity was brought against Dane, Westlake & Covert, of Chicago, Ill. Later suits were brought against the following firms or corporations for infringements of some of the patents connected with the Tubular Lantern industry: Edward Miller & Co., Howard & Morse, St. Louis Railway Supply Company, Nail City Lantern Company, Ewing & Bill, Follett Lantern Company, Bridgeport Brass Company, Rau Manufacturing Company, Underhill, Osborne & Co., F. Meyrose & Co., and a number of others.

There was a long period of expensive and tedious litigation before the patents were adjudicated. Note.—In this connection the reprint of an early circular sent by Dietz & Smith to the jobbing trade is of interest. (See next page.)

TO THE TRADE

THIS LANTERN IS NEW
IN PRINCIPLE—a strong current of air is
forced down through TWO TUBES into the



Burner in such a manner as to produce the
CHIMNEY FLAME, without Smoke, Smell,
Heat, or disturbance from Wind.

We would respectfully call your attention to the Sale of our **TUBULAR LANTERN**, and take this method of notifying you that we have fixed the price for Jobbers to sell as follows:—

No. 0 Tubular Lantern, at \$16.00 per Doz.

“ 1 “ “ 20.00 “

These Prices Must, under all Circumstances,
Be Sustained,

otherwise we shall, in self-defence, decline furnishing those who, directly or indirectly, undersell these figures. This we do to protect the trade, and shall be firm in the matter, as it is our aim to have some rule whereby all who handle these goods may realize a good profit.

Trusting this will meet with your approval, we shall be pleased to fill any orders you may favor us with.

Yours, Respectfully,

New York,
January 1st., 1869.

DIETZ & SMITH,
Manufacturers.

N. B.—Please notify your Salesmen of the above arrangement.

First Cutting and Drawing Power Press.—At the time we started to manufacture the original Tubular Lantern (in 1868), there was not a power press made that would cut and draw a lantern bottom or a lantern oil pot from a sheet of tin. The first successful press of this kind was an experimental one made for me by Mr. Brown, of Delancey Street, and was first operated in my factory at Fulton and Cliff Streets, about the year 1872.

When the No. 0 Tubular Lanterns were first made, they sold for 12 dollars per dozen to the jobbing trade, but as the cost of the burner, globe and royalty at the start was more than half that sum, it left but a small margin of profit for the manufacturer. As a matter of fact, the business made no money for the first few years, and my partner drew out of the business for his living expenses, the first year, practically all the capital he had contributed.

The year we started in business (1868) there was a craze for velocipedes, and the supply was not equal to the demand. They were sold at a profit of about 20 dollars each. My partner believed that he had a chance to make some money quickly, so he ordered about six thousand dollars' worth of velocipedes on the firm's credit. When I learned of this, I decided that he was a dangerous man to continue in business with, and proposed to buy out his interest. He was willing to sell provided I would give him 25,000 dollars cash. This I could not afford to do, for I was then over fifty years of age, and every dollar I possessed was tied up in the business. As I knew that he was not in a position to purchase my interest, I was obliged to apply to the court and place an injunction on the business in order to arrive at a settlement.

Firm of Dietz & Smith Dissolved.—After the court granted me an injunction, Smith agreed to a compromise, and on August 5, 1869, accepted 17,500 dollars for his interest. I paid him 2,500 dollars cash, and gave him my notes for the balance. The partnership lasted but twelve months.

I continued the business under the name of R. E. Dietz, but was hardly out of the difficulty with my partner when

another trouble arose. Robinson Street was to be widened from College Place to West Street, and the building I occupied as a factory, on the southwest corner of College Place and Robinson Street, was condemned. The building was virtually to be cut in half in order to make Robinson Street the same width as Park Place, thus reducing the frontage of the building to about twelve feet.



"The Man and the Lantern"

R. E. DIETZ
and the

Original "DIETZ" Tubular Lantern.

During the year 1891 a building which stood a little to the west of my factory on Park Place (formerly Robinson Street) suddenly collapsed, causing a loss of fifty lives. The Building Department attributed the cause to the fact that the foundation rested on quicksand. Note.—It may be of interest to state that, on June 4, 1910, the front of what was left

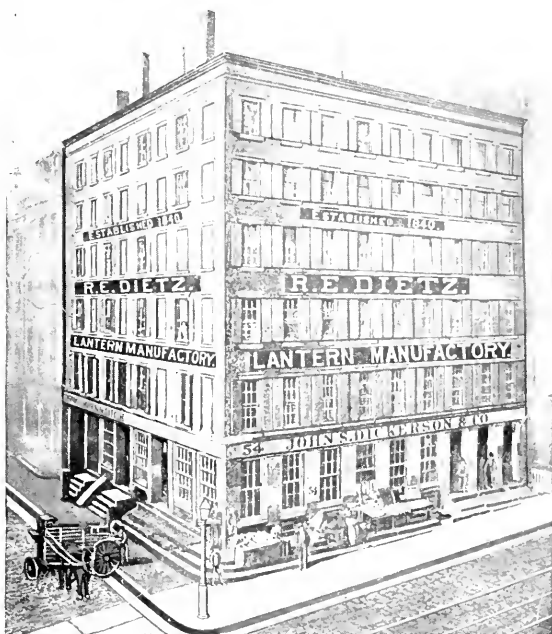


PART OF THE FIRST DIETZ LANTERN FACTORY.
After its collapse on June 14, 1910; in it the first Dietz Tubular
Lanterns were made.

(Now the southwest corner of W. Broadway and Park Place.)

of the building in which the first Dietz Tubular Lanterns were made also collapsed, much in the same way, at which time many persons narrowly escaped death.

The fact of two buildings in this section meeting a like fate would indicate that the quicksand under the foundation was the real cause.



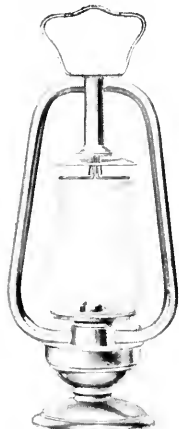
SECOND DIETZ LANTERN FACTORY.

Fulton and Cliff Streets, New York.

Occupied four upper floors. (1871 to 1887.)

After a long search I found new manufacturing quarters in the old six-story brick building, Nos. 54 and 56 Fulton Street, corner of Cliff Street. I leased the four upper floors (12,000 square feet) in this building, which had been unoccupied for 14 years, and contrary to the usual custom of placing engine and boiler in the basement or cellar, I installed on the sixth floor a 25 horse-power, upright boiler and engine, and all my machinery as well. I was hardly settled in my new quar-

ters, when the disastrous panic of 1873 occurred, when many business houses came to grief. I continued to manufacture Lanterns in Fulton Street for sixteen years or until the spring of 1887.



A Dietz Lantern Presented to Professor Wise.—This illustration is a reproduction of a silver-plated lantern, presented to Prof. F. Wise by R. E. Dietz in August, 1873. The New York "Daily Graphic" had a balloon constructed that year, with the idea of having Prof. Wise make a trip from Brooklyn, N. Y., across the Atlantic Ocean. (The actual start, however, was never made.)

The lantern was sent over to Brooklyn to Prof. Wise on the day he was to depart, and the following lines accompanied it (composed by Capt. W. H. DeHart):

"Take this Lantern, Professor Wise,
You may need it in the skies.
Should you fall from your lofty height,
Grasp this Lantern firm and tight;
'Twill light your way, without a doubt,
While passing through your downward route;
But may you reach your destination
Amid the cheers of all creation,
And with a hero's well-earned name,
Return to your native shores again.
The "Graphic" then will be in glory;
And one "Wise" man to tell the story
Of the "Graphic" Balloon's wondrous flight
And the "Dietz" Lantern's superior light."

Note.—Edward Payson Weston.—Before the famous "veteran hiker," Edward Payson Weston, started on his trip of 3,500 miles from Santa Monica, Cal. to New York, on Feb. 1, 1910, and before he started on his "hike" of 1,446 miles from New York to Minneapolis, June 2, 1913, he provided himself with a Dietz Lantern. He is now (1913) 75 years old.

Colonel E. S. Jenney and the Irwin Patents.—Some time during the year 1881, Colonel E. S. Jenney, an attorney who for years had been defending one of the most persistent in-

fringers of the Irwin Tubular Lantern patents, concluded that the courts would some day prevent his client from marketing infringing Tubular Lanterns, and he formed a syndicate with sufficient capital to buy or control the Irwin patents, and to purchase the business of one or both of the legitimate manufacturers making Tubular Lanterns under the Patents.

He first negotiated from the patentee an option for the control of the patents on a guaranteed yearly payment of royalty. He then secured from the Western Tubular Lanterns manufacturers, Dennis & Wheeler, an option to purchase their business, and then tried to purchase from me my rights to manufacture this lantern for the Eastern and Middle States, together with my good will, tools, machinery, &c., but he was not successful. He then proposed that I should join the new Company he was about to form, turning my business over at an appraised value and taking stock in the new Company in payment.

I was obligated to the original patentee for quite a heavy royalty on every dozen of these lanterns that I made, and if I did not accept either of Colonel Jenney's propositions, I would be obliged to pay a royalty to the new Company, if formed. I was inclined to accept the latter proposition, but after consulting with my son Fred, he was of the opinion that it would be better for me to stay out and continue to run my own business in my own way, for, if I joined the new Company, I would have little voice in its management. He argued that if the new Company was formed, the investors would go into business for the purpose of making money, and that unless they played fairly with me, as an independent concern, I could prevent them from doing so. While I would be obligated to pay them a royalty, they could not afford to "freeze out" a license.

The Steam Gauge and Lantern Company Organized—The Jenney deal with the patentee and Dennis & Wheeler was eventually consummated, and the Steam Gauge & Lantern Company was organized in 1881, under the laws of the State of New York, with a paid-in capital of 250,000 dollars.

The new Company wished to locate their works at Rochester, N. Y., but they first had to obtain my consent before lo-

cating a second factory in my territory, and for granting them this privilege I secured a substantial reduction in my royalty. They proved, at first, to be a strong competitor, and for a time made money and paid their stockholders substantial dividends. They had a disastrous fire on Nov. 9, 1888, at which time 35 lives were lost, and their plant totally destroyed. They then moved to Syracuse, N. Y., and continued in business until the summer of 1897.

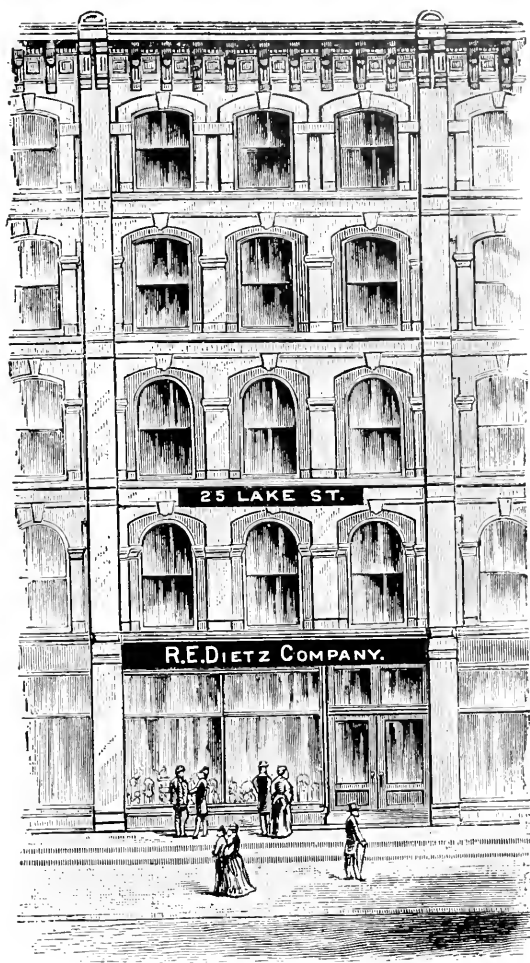
R. E. Dietz Purchased a Site for a New Factory.—During the year 1882, I opened a Western Sales Office in Chicago. My business soon increased so that my manufacturing quarters in Fulton Street were found to be inadequate, and during the year 1883 I purchased four lots equal to one hundred feet square, in the old Fifth Ward, at Greenwich, corner of Laight Street, where I planned to build a new factory. This part of the city (which might be considered the southerly end of Greenwich Village) teems with historic importance, and about the year 1840 was a fashionable residential section.

Greenwich Village—Greenwich Village was named for an estate on the site of which it was built. The estate originally belonged to Admiral Sir Peter Warren. Sir Peter came to this country soon after 1700, as a Captain of one of the English ships of war. He was an able naval officer and had command of the British fleet at the memorable capture of Louisburg from the French, in 1745. New York celebrated the victory with bonfires and illuminations, and when the successful Admiral returned, he received from the city, in honor of his victory, a grant of nearly 300 acres of land, and there he built for himself a huge mansion that stood in the block now bounded by Bleecker, Tenth, Charles and Perry Streets. This was Warren's country seat and was considered one of the finest out-of-town homes on Manhattan Island. (His town house was at No. 1 Broadway.)

Warren named his estate "Greenwich" in memory of Greenwich, England. When the grounds were broken up into streets and building lots, the rural settlement that sprang into existence on the old estate kept the early name, and was known as Greenwich Village.

When Greenwich Village was a health resort and an ex-

clusive residential quarter, it was situated at some distance Northwest of New York City. A wide and much-travelled road connected the village with the City, and this road was



R. E. DIETZ COMPANY,
Chicago, Ill.
Western Sales Office, opened 1882.

called "Greenwich Street" after Greenwich Village. To Greenwich, when contagious fevers scoured New York, people would come with their families for purer air and rustic sur-

roundings, and for the benefit of business men who wished to go back and forth from the city, a stage coach made two daily trips between the Village and Wall Street.

St. John's Park.—The plot on Laight Street which I purchased was about 500 feet West of what was, up to 1868, the beautiful St. John's Park. The Park was founded in 1821 by Trinity Corporation as a pleasure ground, and covered four acres, two full city blocks. It contained specimens of almost every kind of American trees and some foreign trees as well. It was the pride and glory of the city in the second quarter of the 19th century.

On April 1st, 1823, Trinity Vestry adopted the following resolution in regard to St. John's Park:

"That said square shall remain, hereafter, an ornamental square, without any buildings being erected therein, and in case all lessees of the lots fronting on said square shall agree to maintain the same at their own expense as a private square in proportion to the ground which they possess fronting the square, that it shall remain as a private square, but otherwise, or if the proprietors of the lots do not so maintain the said square, then that it be ceded to the city corporation as a public square."

On June 9, 1823, the lessees acceded to the arrangement and the vestry ordered the conveyance to be made. The square was then fenced in for the exclusive use of the adjacent residents who gained admittance by use of a gate key. Grammercy Park was later organized on the same plan.

Laight Street, which bounded St. John's Park on the north, was named after Edward Laight, a warden or vestryman of Trinity Church.

George Washington, when he came to New York to take command of the Army in the East, in 1775, landed at the foot of Laight Street.

Homes of a Number of the "400"—About the year 1840, the homes of a number of the "400" were on Laight and other streets surrounding St. John's Park.

Isaac Iselin, the founder of the Iselin fortune, resided for ten years at No. 36 Laight Street. In the early part of the

nineteenth century, while on a visit to his native land, he was drowned in Lake Geneva.

The Murray family, owners of the Murray Hill Estate, lived for several years at No. 30 Laight Street; and on the corner of Laight and Varick Streets stood the Laight Street Baptist Church. The Presbyterians built this church in 1825, and it was purchased by the Baptists in 1813, and then became known as the "Laight Street Baptist Church."

By the close of the Civil War, the character of the population adjacent to this Park became greatly changed. The families of fashion had moved further up town and a more humble class of tenants took their place. St. John's Park, however, still remained filled with handsome trees and furnished a playground for groups of happy children. Its attractiveness had kept the rows of houses about it well tenanted and little altered, save on Hudson Street which adjoined it on the West, where the Hudson River Railroad ran down to its terminus at Chambers Street.

Hudson Street was the boyhood home of Bret Harte, the author of "The Heathen Chinee."

Flaghouse of Greenwich Village.—Just one block above Laight Street there lived, up to about the year 1900, an interesting character, Sally Ann McFadden. She established a flag business there in 1834, and her house was long known as the "Flag House of Greenwich Village." It is claimed that she made the first American flags that were ever sold to the trade in New York. She was one of the most celebrated characters that Greenwich Village ever gave to fame. Sally was nearly 100 years old when she died.

When "Jim" Fisk was Colonel of the Ninth Regiment in New York he had her make for him the largest flag that was ever made. It measured 110 feet long, was 50 feet wide, and cost \$600.00. It required a small army of girls, working day and night for six weeks, to complete it.

An enormous pole was erected for this flag at Long Branch, N. J., where the regiment was to have an encampment. When the flag was raised on it there was not enough wind to unfurl it, but later in the day a storm arose and as the flag blew out, a portion of it was caught in the halyards and it thus became

like a sail filled with wind. The pole was snapped off and the huge flag was blown far out into the ocean. Fisk offered a reward of 200 dollars for its recovery, but although several tugs searched for it, no trace of the enormous flag which had such a disastrous career, was ever found.

Home of Captain John C. Ericsson.—St. John's Park was bounded on the south by Beach Street, and here, at No. 36, lived, for thirty years, one of the most famous inventors of the nineteenth century, Capt. John C. Ericsson. He was practically the last of the old-timers to remain in the locality.



CAPT. JOHN C. ERICSSON.

Captain Ericsson was born in Sweden on July 31, 1803. From his earliest days he displayed an extraordinary mechanical bent, and was so capable that at the age of twelve he was hired by the Swedish Canal Company in the capacity of a draftsman. He came to the United States in 1839, and in 1848 became a naturalized citizen. He constructed a caloric engine in 1833, and although when, in 1836, he tried to take out a patent for a screw propeller, the priority of his invention could not be maintained, he was afterwards awarded one-fifth of the sum adjudged the invention by the admiralty. In 1842 he designed the steam machinery and propeller for

the United States steamer "Princeton," which was being constructed at the Navy Yard in Philadelphia, under the general directions of Capt. R. F. Stockton, of the United States Navy. He invented the turreted ironclad "Monitor" in 1862, which later destroyed the first ironclad Confederate battleship "Merrimac." His later inventions included a solar engine and a torpedo boat destroyer.

Captain Ericsson lived at No. 36 Beach Street, in New York City, until the time of his death, which occurred on March 8, 1889. His remains were returned to Sweden by the United States Government in a war vessel. A statue of Captain Ericsson was afterwards erected in Battery Park.

James Fenimore Cooper, the novelist, resided for a long time on Beach Street, near Hudson.

Old St. John's Chapel.—On the east side of St. John's Park near Laight Street stands the old St. John's Episcopal Chapel. It is one of the oldest and considered one of the finest architectural landmarks still left the city. St. John's was built by Trinity, the wealthiest church in the United States. The cornerstone was laid on September 8, 1803, and the chapel was completed in 1807 at the then startling cost of 1,772,833 dollars. Even after that lavish expenditure, there was money in hand for an organ that cost 6,000 dollars. It was ordered from a company in Philadelphia, and during the War of 1812 it was entrusted to a ship that was to carry it to New York, but the ship was waylaid by a British frigate and the organ was taken off to London, where it was kept for two years and not released until a 2,000-dollar ransom was paid.

St. John's was fashioned after St. Martins in the Field in London, and is similar to the older St. Paul's Chapel, just below the old Astor House on Broadway. The interior recalls the churches built in London by Sir Christopher Wren. Like St. Paul's, it faces the west, not, as some have said, in order that it might command a perfect view of the Hudson River, but to comply with the old tradition of the church that the chapel and altar should be in the east end. Once upon a time its doors looked forth upon the jealously guarded green park that was the pride of its parishioners.

The land on which old St. John's Chapel stands was part of

the vast acreage of the King's Farm, as they called the grant made to Trinity by Queen Anne, about the year 1705. It was a farm bounded by a mile of Hudson River shore, stretching from Fulton Street to beyond Canal Street and it reached back from the river nearly to Broadway. On the eastern border, north from what is now Warren Street, lay the Lisenard Meadows, a dreary waste of marsh land, a stretch of pools and swamps of bulrushes and brambles. Snakes lurked there, and they used to say that no good use would ever be found for this low and swampy tract. The sportsmen of the eighteenth century hoped that it would never be disturbed, for they found it fine hunting grounds. It was regarded so altogether worthless as real estate that when one man offered to present the Lutheran Church with a plot of six acres near to what is now Canal Street and Broadway, the gift was coldly declined because the land was not considered worth fencing in. In 1805 Anthony Rutgers saw the possibilities of this useless section and he obtained a grant of a large portion of the property on consideration of draining it. One of the means used was the cutting of the canal through Canal Street, and that is how that thoroughfare got its name. Leonard Lisenard married a daughter of the far-seeing Rutgers, and under his ownership the property became habitable and valuable.

Where R. E. Dietz Skated as a Boy.—When a boy, I frequently skated over the stream that started from what was called the "Collect" or "Fresh Water Pond" that covered the site of the present Tombs and Criminal Court Building and much of the nearby ground, and ran north, or nearly so, into the canal constructed in Canal Street for the purpose of draining the Lisenard Meadows, and which had an outlet in the Hudson River. Canal Street was 100 feet wide, with a driveway and promenade on each side of the stream. There was a bridge over the stream at Broadway that was universally known as the "Stone Bridge."

When the streets were graded by the city, the stream in Canal Street was filled in and the "Stone Bridge" that was over it at Broadway was covered with earth, and it is now below the pavement in that busy thoroughfare.

New York Central and Hudson River Railroad Purchases St. John's Park.—Soon after the Civil War, the New York Central and Hudson River Railroad sought to purchase St. John's Park. They wished to erect on it a freight station. The consent of Trinity Parish was necessary to the transaction, not only because they were one of the proprietary owners of the Park, but also because of the condition imposed on the title to the property by the vestry's resolution of 1823 declaring "That said square shall remain hereafter an ornamental



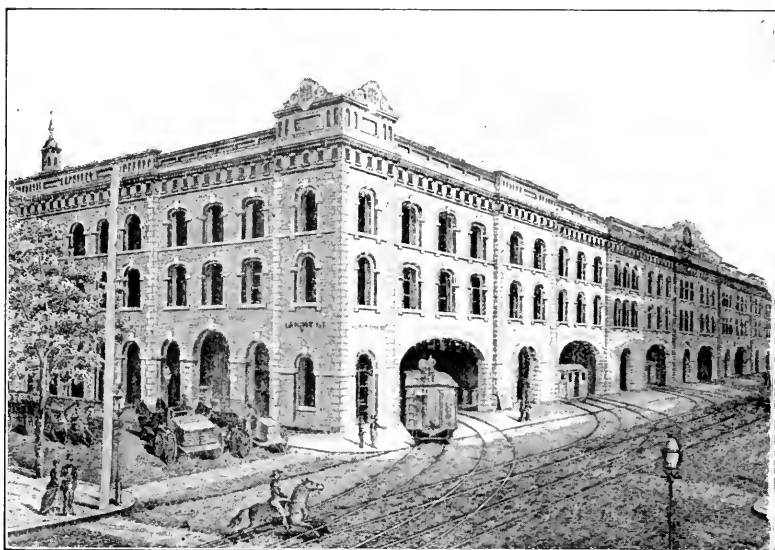
(Courtesy of Harper & Brothers.)

THE OLD STONE BRIDGE,
Broadway at Canal Street (1815).

square without buildings being erected therein," and promising "That it be ceded to the city corporation as a public square," if the private owners should fail to keep their agreement. Yielding to the inducements offered, Trinity gave its much-desired permission. The then new rector, the late Rev. Morgan Dix, D. D., consented to this, but later deeply regretted the action which permitted the "Juggernaut of Commerce," as he expressed it, to pass over what should have been a play-ground for the people in the square in which the vestry

of the church had declared no buildings should ever be erected. In 1868, the railroad erected the enormous freight station which covers the four acres of ground and extends to the sidewalks on all four sides; so the city never became the recipient of the Public Park so generously suggested by the Trinity vestry of 1823.

Surmounting the western front of this unsightly three-story Freight Depot is an enormous relief in metal, probably 150



THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD
FREIGHT STATION (Since 1868)

Which covers St. Johns Park. (Cut showing Hudson Street at Laight.)

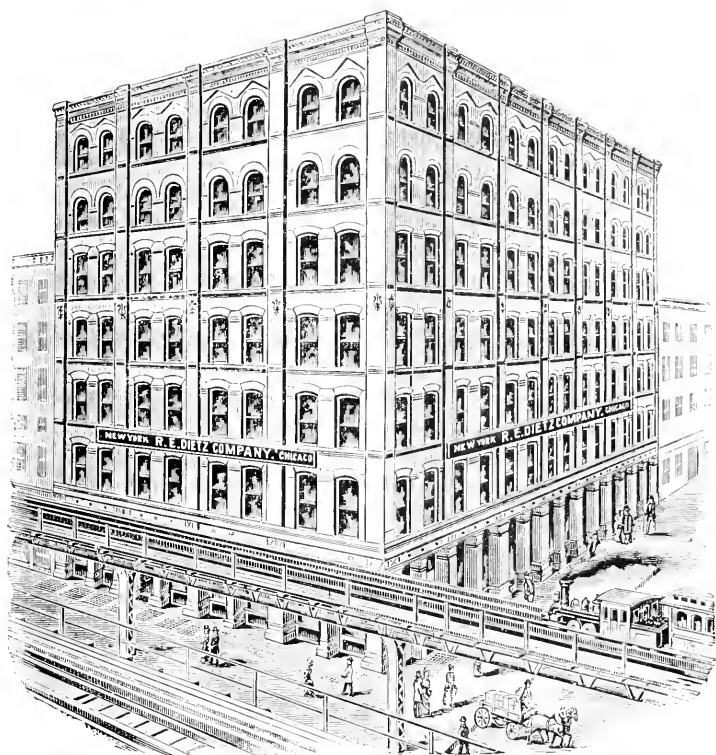
feet long, depicting locomotive engines, steam cars, shipping and a medley of other industries.

In the middle of the relief, in the place which would be occupied by the principal deity in a classic pediment, stands a heroic statue of Commodore Vanderbilt. Upon the base of the statue the date of the obliteration of beautiful St. John's Park is to be found in the inscription, "Erected 1868."

The R. E. Dietz Company, Incorporated.—Shortly after procuring the plot of ground on Greenwich at Laight Streets, I had plans made for a new and up-to-date lantern factory. I

had a desire to have the business I had founded continue permanently under my name, so early in 1886, I incorporated the R. E. Dietz Company under the laws of the State of New York, with a paid-in capital of 100,000 dollars. The entire stock was owned by myself and two sons.

My son Fred Dietz, at that time, had been associated with



DIETZ THIRD LANTERN FACTORY,
Greenwich at Lighthouse Street, New York.
Erected 1887. (Frontage 200 feet.)

me in the business for about twenty years, and my son John E. Dietz, about half that length of time. I retained a controlling interest in the Company, and the Board of Directors was composed of myself and my two sons. I was elected President; Fred Dietz, Vice-President and Treasurer; and John E. Dietz, Secretary of the Company. (Note.—These

same Directors and officers were re-elected annually, for nine succeeding years, after which time ill health prevented R. E. Dietz from taking an active part in the business.)

In the spring of 1887 I commenced the erection of a seven-story and basement factory building on the Greenwich Street plot, 75 x 125 feet. The building was completed the following spring, when the Company took possession. This was the year of the great blizzard in New York, which occurred March 12. From the time the Company moved into their new quarters the business continued to expand.

First Habitation of a White Man on Manhattan Island.—On the outer wall, at No. 11 Broadway, is a bronze tablet erected by the Holland Society of New York, September, 1890, confirming the fact that on this site on Broadway was a house or hut built and occupied by Adrian Block in 1613, the first habitation of a white man on this Island.

R. E. Dietz's Great Financial Loss.—After having been actively engaged in business for over fifty years, and after I had passed my seventy-fourth birthday, in reviewing the past I am impressed with the fact that all men do not have that sacred regard for the principles of justice that they should have.

Shortly before the time approached when I would be obliged to lay aside business cares, I needed to borrow one hundred thousand dollars, and I procured this sum on a call loan from the bank that I had transacted my business with for about thirty-five years. I was probably one of the bank's oldest depositors and was a stock holder in it as well. As I had placed in its officers' hands ample collateral for the loan and was paying them a liberal rate of interest, I believed that I would not be called on to pay the loan until it was convenient for me to do so; but contrary to my expectations, this loan was called by the bank. I was then obliged to seek aid elsewhere, and unfortunately I was induced by my legal advisor to place my securities for a new loan with a firm of which his brother and brother-in-law were members, and in less than five months from the time I placed my securities in their hands the firm failed with debts amounting to nearly 3,000,000 dollars, their actual assets being about 39,326 dollars. Their failure caused



ROBERT EDWIN DIETZ AT HIS DESK.

me a net loss of over 100,000 dollars, principally by my having excess securities in their hands.

Although this firm appeared to be doing a very large and prosperous business when I deposited my securities with them, subsequent events proved that they were actually insolvent when my attorney induced me to take the loan from them.

After the failure, I offered the assignee legal tender for my securities, but found my stocks had all been disposed of in the market.

I secured the first judgment against this firm and was about the only creditor who received a dollar out of the wreck. I had the senior partner arrested and placed in the Ludlow Street Jail. He was finally indicted for forgery, but a commission decided that he was insane and in that way he escaped a prison cell. He was placed in an institution and two years later he was discharged as incurable but harmless, and disappeared as a social outcast.

The bank calling my original loan, as they did, obliged me to solicit aid elsewhere, and in doing so I met with the greatest loss in my business career through the hypothecation of securities which were in value much in excess of the amount of my loan.

My Bookkeeper a Defaulter.—It is an old saying that "Troubles never come singly." Early in 1892, a trusted employee who, for seven years, had acted as my private secretary and also as bookkeeper for the Company, resigned his position. Shortly after he left, it was discovered that by falsifying his books he had been abstracting funds from the Company's and my account. After his arrest, he acknowledged stealing twenty thousand dollars, but on examination of his accounts for the seven years, it was found that his thefts amounted to a much larger sum. He pleaded guilty and was sentenced, by Judge Cowing, to four years in State's Prison.

This was another case of misplaced confidence. This young man was well thought of by me, and when he was taken sick in the spring of 1891 he was attended by my family physician and sent by me to the Adirondack Mountains, where he remained for seven months under full pay. He returned to his duties a well man at the end of that time, and during the month

of February following his return he resigned his position, and shortly after, it was discovered he was a defaulter.

Note.—Here the data from the diaries of R. E. Dietz ends. During the year 1894, Mr. R. E. Dietz, founder of the R. E. Dietz Company, celebrated his 76th birthday, but owing to his advanced age and poor health, he was no longer able to take an active part in the Company's affairs.



ANNA E. LUERSSEN.

It has taken much time and patience to arrange the copy for this work, and Miss Luerssen, head stenographer of the R. E. Dietz Company, who has been in their employ for more than thirteen years, deserves a full share of credit for the assistance rendered Mr. Fred Dietz in preparing the data.

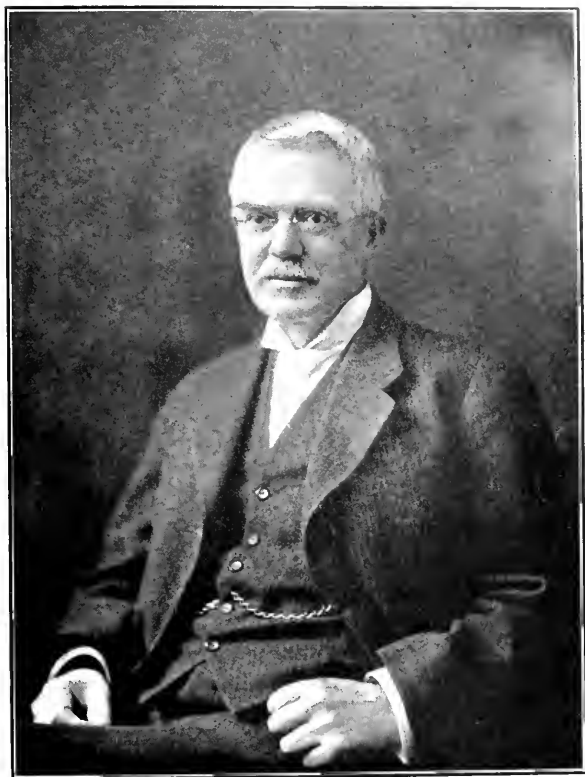
Note.—The data for this book from this point on is furnished by Fred Dietz, eldest son of R. E. Dietz, who succeeded his father as President of the Company. He was associated with his father in business before the original Tubular Lantern was first placed on the market in 1868.

This data will relate to the past and the present as well.

After the retirement of R. E. Dietz, in the fall of 1894, it necessitated the election of a new set of directors and officers of the Company. On January 30, 1895, a meeting was called and a new Board of Directors and officers were elected. It consisted of Fred Dietz, John E. Dietz and William Henry White (a son-in-law of R. E. Dietz). Fred Dietz was made President, Treasurer and General Manager; William Henry White, Vice President; and John E. Dietz, Secretary of the Company. (The above set of directors and officers were elected for nine successive years or up to the time of the death of William Henry White, in 1904.) Mr. White took no active part in the business of the R. E. Dietz Company, he having a business of his own to look after which occupied most of his time.

Since the year 1895, the management of the business has devolved entirely upon R. E. Dietz's sons, Fred and John E. Dietz, and as the output of the Company has increased many fold, since that time, it proves that the change meant growth to the business.

THE PRESENT HEAD OF THE
R. E. DIETZ COMPANY



FRED DIETZ
President and Treasurer of the R. E. DIETZ COMPANY

Mr. Fred Dietz has devoted almost a lifetime to the business that his father founded. After graduating from the Fortieth Street Grammar School in this city, at the age of sixteen, he entered the employ of Dietz & Co. as office boy; and when his father took in Mr. A. G. Smith as a partner, forming the firm of Dietz & Smith, and started the Lantern business in 1868, he was employed by them as Shipping and Invoice Clerk. After his father purchased Smith's interest, in 1869, for a time he sold Lanterns on the road.

When the R. E. Dietz Company was incorporated, in 1886, Fred Dietz was made Vice President and Treasurer, and after his father's retirement in 1894, became President, Treasurer and General Manager of the Company. Under his management, he has seen the business grow, from a relatively small beginning, to the largest of its kind in the world.

His knowledge of the Lantern business dates back of the creation of the original Tubular Lantern. There is no one living who has a greater knowledge of the birth and growth of the Lantern industry. Credit is due him for many improvements in use on Dietz Lanterns and Lamps, as he has patented more than twenty-five valuable devices pertaining to them.

The Dietz trade-mark and most of the Company's familiar trade names which appear on their Lanterns and printed matter were originated by him. These are considered as one of the Company's most valuable assets.

Since the decease of R. E. Dietz in 1897, Mr. Fred Dietz has had the active management of the R. E. Dietz Estate, he having been named as one of the Executors and Trustees under his father's will. Principally through his efforts the estate has almost doubled in value since his father's death.



JOHN E. DIETZ,
Vice Pres. and Gen. Mngr. of the
R. E. DIETZ COMPANY.

John E. Dietz, second eldest son of R. E. Dietz, was born at the summer home of his father; at Hempstead, L. I. He has devoted the greater part of his life to the Lantern business, having entered his father's employ in 1878. After spending several years at the New York office, he and Warren McArthur took charge of the Western branch of the business, at No. 25 Lake Street, Chicago, when it was opened in 1882. When the R. E. Dietz Company was incorporated in 1886, he was its first Secretary. He is now Vice-President and General Manager of the Company.



ROBERT E. DIETZ, 2d.

Robert E. Dietz, 2d, is the son of John E. Dietz, and the only male grandchild of the late Robert E. Dietz. Our family name "Dietz" will end with this generation unless perpetuated by him. He managed the Automobile Lamp Department of the Company for a time, but owing to his nervous temperament he could not stand the strain of office confinement and was obliged to temporarily seek outdoor life. During his association with the Company, he interested himself sufficiently in the manufacture of Lanterns to prove that at some future date he will be capable of managing the business founded by his grandfather.



WILLIAM HENRY WHITE,
Formerly Vice-President of the R. E. DIETZ COMPANY.

William Henry White was a director and officer of the R. E. Dietz Company for nine years. He was a Consulting Engineer and erected many gas and electric light plants throughout the country; was a third degree Mason, vice-president of the Lotos Club from 1890 to 1904; and a Captain of the Old Guard.

While he devoted but little time to the Company's affairs, he was always ready to give advice when called upon.

The death of Mr. White necessitated the election of a new set of officers and directors. Fred Dietz was re-elected President, Treasurer and General Manager; John E. Dietz was made Vice-President; and F. H. Clement, Secretary.



FRANK H. CLEMENT,
Secretary of the R. E. DIETZ COMPANY.

Frank H. Clement is a Civil Engineer. He was born in Philadelphia. In early life he was connected with the Philadelphia office of the English firms, Naylor, Benson & Co. and Vickers, Son & Co., up to January, 1874, since which time he has been connected, as Engineer, with railroads in the United States and South America, and large contract undertakings in the United States. He is a member of Engineering and Technical Societies in America and Europe, a number of other clubs, and is also a captain of the Old Guard. Mr. Clement does not devote his whole time to the affairs of the R. E. Dietz Company owing to the fact that he has a business of his own to look after, but during his term of office he has given substantial advice and assistance to active officers of the Company.



WARREN McARTHUR,
Exclusive Sales Manager.

Mr. Warren McArthur can be classified as the "Pioneer Salesman of Tubular Lanterns." He has sold more lanterns than any other man. He joined forces with the firm of Dennis & Wheeler in the year 1878, who were then licensees under the Irwin patents for the sale of the Tubular Lanterns in the Western States.

In 1881, when the business of Dennis & Wheeler was absorbed by the Steam Gauge and Lantern Company, of Rochester, N. Y., Mr. McArthur entered the employ of R. E. Dietz and sold lanterns on the road.

In 1882, when R. E. Dietz opened a Western Sales Office at No. 25 Lake Street, Chicago, Warren McArthur and John E. Dietz took charge of it. Later he became the Western representative of R. E. Dietz and the Steam Gauge and Lantern Company for the sale of their goods, with headquarters at Nos. 19 and 21 Randolph Street, Chicago.

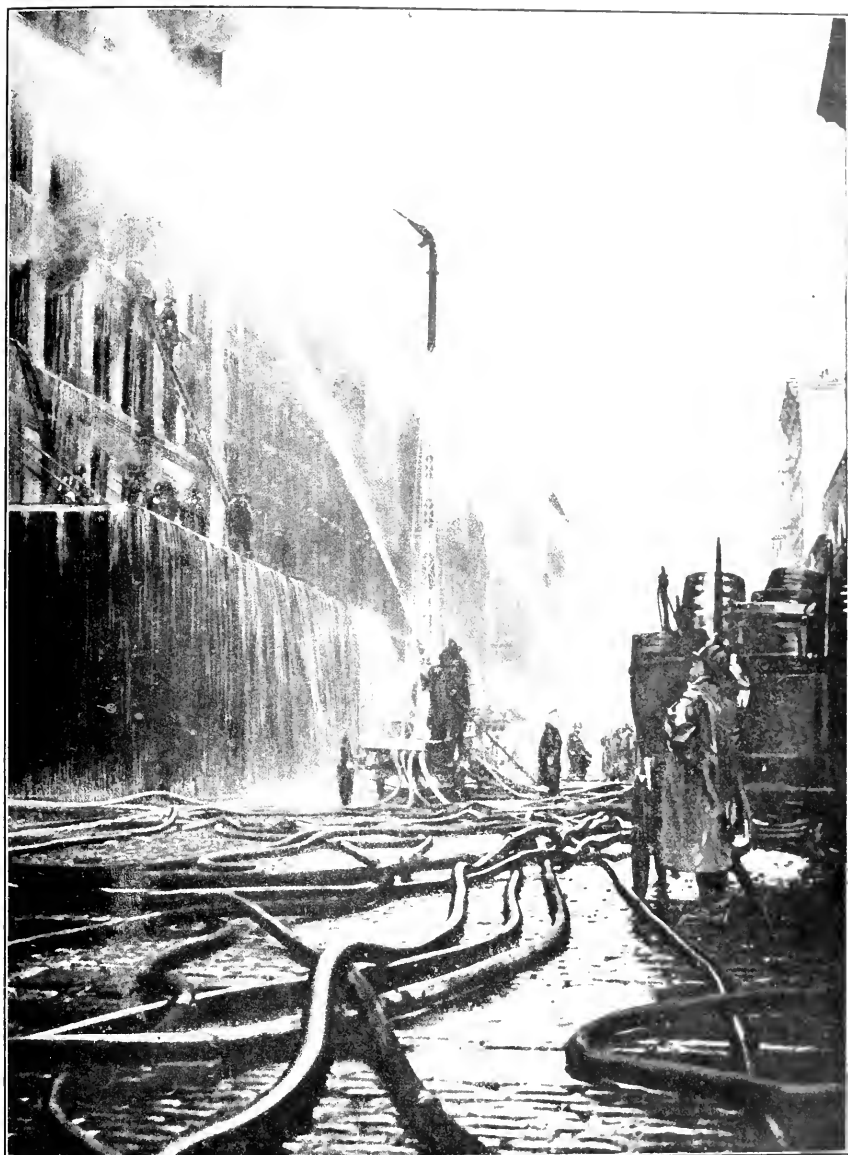
In January, 1896, Mr. McArthur was made Exclusive Sales Agent for the sale of Dietz Lanterns in the United States, and during the year 1896 he arranged to take over the exclusive sale of five additional concerns making Tubular Lanterns in the United States, and for about fourteen years acted as sales agent for the R. E. Dietz Company, C. T. Ham Manufacturing Company, Buhl Stamping Company, Wheeling Stamping Company, Winfield Manufacturing Company, and the Ohio Lantern Company.

Since the year 1910 he has acted as exclusive sales manager for the R. E. Dietz Company and the C. T. Ham Manufacturing Company (of Rochester, N. Y.) His quarters at the present time are at No. 20 East Lake Street, Chicago. Much credit is due Mr. McArthur and his corps of salesmen for the success of the R. E. Dietz Company. He has served the company and its predecessor faithfully and well for the past thirty-five years.

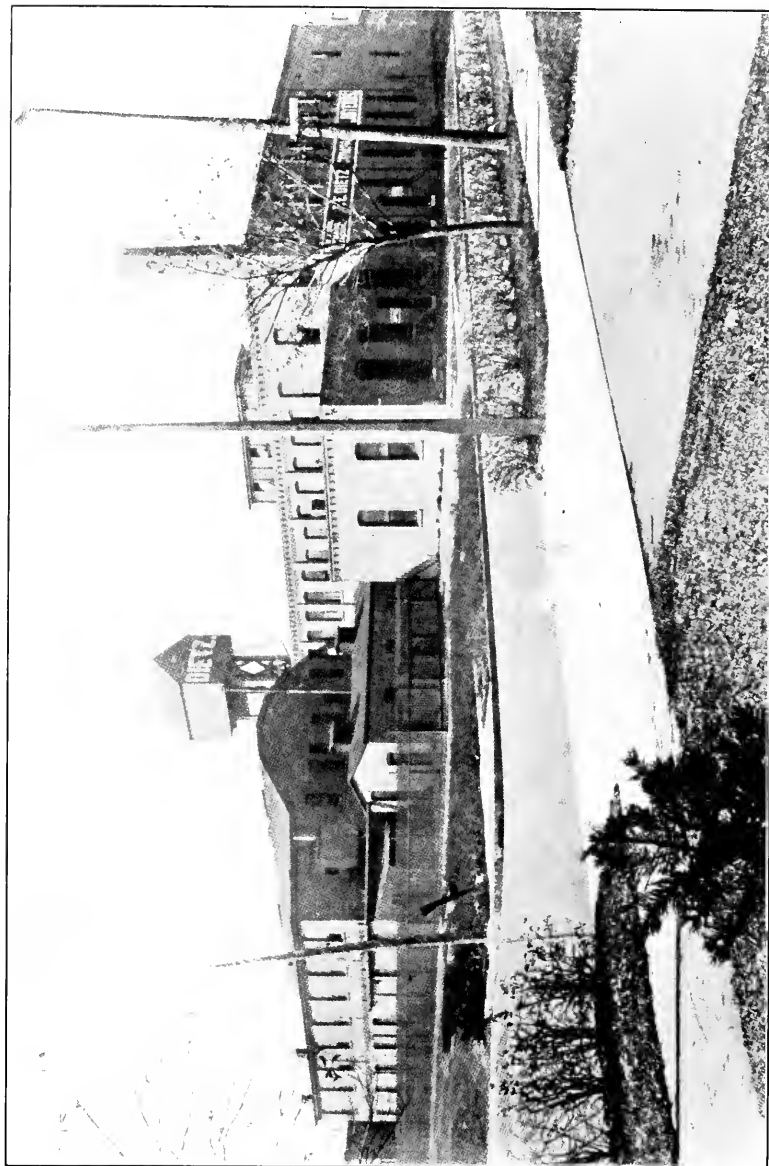
His son, Warren McArthur, Jr., has been in the employ of the above two companies for several years, and in 1912 designed what is familiarly known as the "Short-Globe" Tubular Lantern. It is being largely sold by our company at the present time, and is known as the Dietz "D-Lite."

A Critical Year.—The year 1897 was a critical one in the affairs of the R. E. Dietz Company. On June 23rd of that year, with a large number of orders on hand, our seven-story factory in New York was totally destroyed by fire, together with all of our stock, tools and machinery. The fire started from some unknown cause shortly after 1 P. M. on June 23rd, and caused us a loss of over one hundred thousand dollars.

Steam Gauge and Lantern Company Purchased.—It was seen that there was but one way to save the business, and that was to secure another factory at once, suitable for the manufacture of Lanterns. Before the blaze of our Factory had died away, a meeting of the Company's Directors was called, and plans were laid to purchase the business of the Steam Gauge and Lantern Company, a rival company in Syracuse, N. Y., the only other legitimate makers of Tubular Lanterns, besides ourselves, in the country. They were in-



Destruction by Fire of the DIETZ LANTERN FACTORY.
Greenwich at Laight Street, June 23, 1807.



R. E. DIETZ COMPANY'S LANTERN FACTORY, AT SYRACUSE, N. Y.
Formerly the Works of the Steam Gauge and Lantern Company.

corporated under the laws of the State of New York in 1887, with a paid-in capital of 250,000 dollars. They were making practically duplicates of many of our Lanterns and were manufacturing under the same patents.

Extraordinary efforts among the holders of their stock resulted in the purchasing of a controlling interest in the Syracuse Company. Although the stock was scattered in the hands of over eighty different holders, in less than thirty days every share was located and bought, and during the summer of 1897 the Steam Gauge and Lantern Company and its plant became merged with the R. E. Dietz Company.

This prompt action gave us a factory to work in and a new lease of life, while the New York Works were rebuilding. The possession of the Syracuse Works allowed the business to continue without serious interruption.

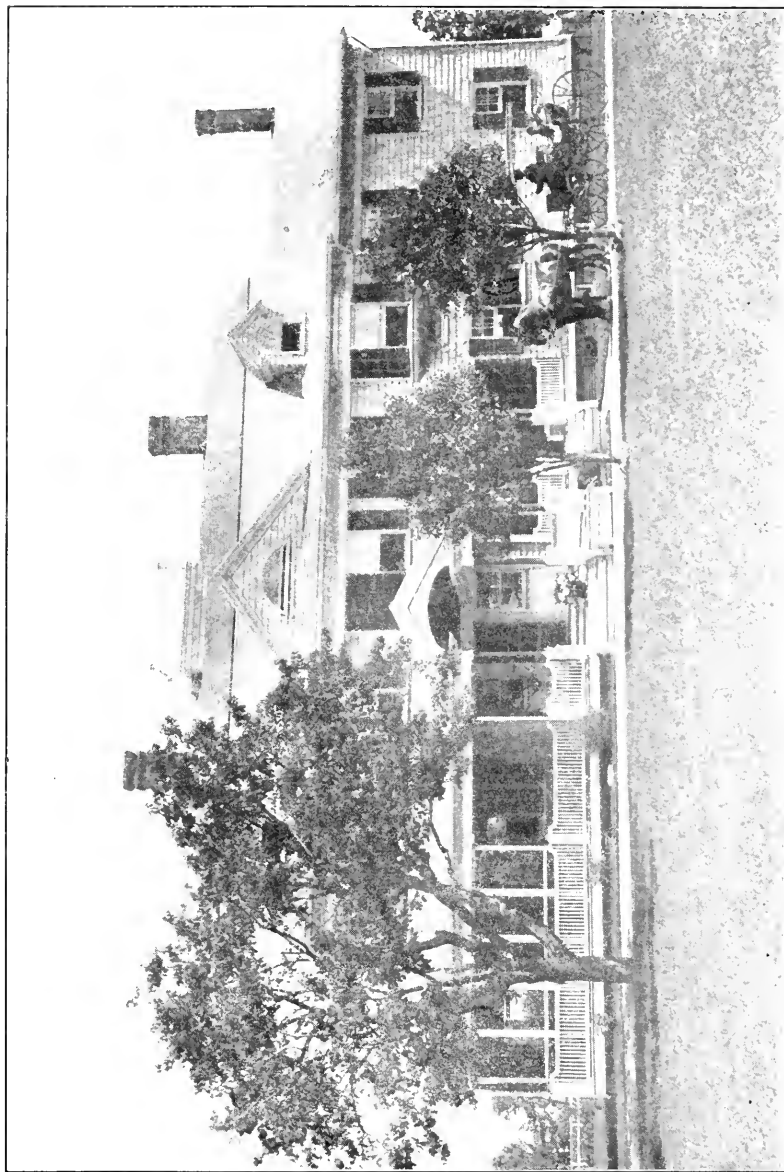
R. E. Dietz Deceased.—Before the plans were completed for the rebuilding of our New York Factory, we met with a more serious loss, in the death of the founder of the business—Mr. Robert E. Dietz, which occurred on September 19, 1897, at his summer home at Hempstead, L. I., which he had purchased in 1850.

NOTE.—His father, John Dietz, Jr.; his father-in-law, William Hadwick; his mother-in-law, Anna Hadwick; his brother-in-law, James Hadwick; and his wife, Anna Dietz, all died at his summer home at Hempstead.

Mr. R. E. Dietz died without knowing that the factory building he had erected only a few years previous, virtually a monument to his life-long efforts, had been totally destroyed by fire only a few months before.

In less than a year after his death, his executors replaced the Laight Street Factory building with one of fire-proof construction and two additional stories were added, making it a nine, instead of a seven-story building.

The rebuilding was completed in 1898, and the Company resumed manufacturing Lanterns at the old stand. The business prospered, and even with the enlarged factory in New York City and the additional works at Syracuse, we were unable to meet the growing demand for the "Old Reliable" Dietz Lanterns. As a result, early in the year 1904, the Directors



THE DIETZ HOMESTEAD, HEMPSTEAD, L. I.
On Farm Purchased by R. E. Dietz in 1850.



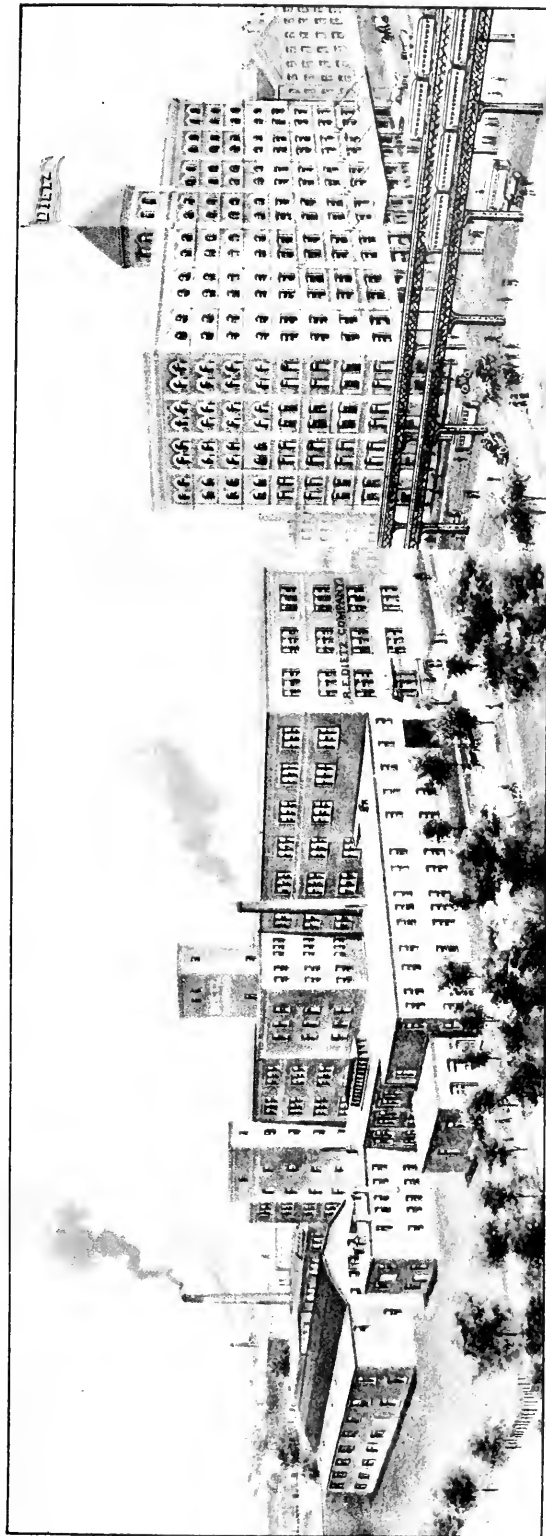
R. E. DIETZ COMPANY'S NEW YORK LANTERN FACTORY,
Rebuilt 1898, after the fire; now nine stories, and fire-proof construction
Frontage 200 feet.
Greenwich at Laight Street, New York City.

decided to purchase the Syracuse factory property, a block square, on Wilkinson Street, opposite Leavenworth Park, the dimensions being about 275 x 300 feet. On securing title, plans were immediately formed for building an additional factory on this site, adjacent to the old buildings. During the year 1905, a modern brick building of mill construction was erected, 260 feet long by 60 feet wide, five stories, including basement.

By a direct switch from the New York Central Railroad, cars are run direct to the door of the Syracuse Works, with ample space to load or unload several cars at a time. In the Syracuse Factory we have one of the most modern and up-to-date lantern plants in the world, and even with these facilities, are frequently crowded for room and obliged to engage outside storage. Owing to this fact, early in 1913 we made plans for the erection of another factory building on this site, even larger than the one built in 1905. The building is now nearing completion, and with our increased facilities we hope, in 1914, to be able to fill all orders for "The Old Reliable" Dietz Lanterns promptly.

This new addition will increase the floor space of our Syracuse plant over 50,000 square feet.

The new building is not shown in the group illustrations on opposite page.



THE DIETZ LANTERN FACTORIES OF TO-DAY—LARGEST IN THE WORLD

AT SYRACUSE, NEW YORK—OVER 124,000 SQUARE FEET

AT NEW YORK CITY—OVER 94,000 SQUARE FEET

THE expansion of the Tubular Lantern business from three floors to present acreage is strikingly shown in the perspective view of our New York City and Syracuse buildings, combined in the above illustration.

THE DIETZ LANTERN FACTORY at Syracuse, N. Y., is located on Wilkinson Street, opposite Leavenworth Park, about 5 minutes walk from the New York Central Station. The 5 story main building is of mill construction, and is 260 feet long. Every modern device is employed to safeguard the employees and facilitate production.

THE DIETZ FACTORY in New York City is located in the nine-story and basement fire-proof Dietz Building, Greenwich at Laight Street, a short distance from Desbrosses Street Ferry. Here are made in addition to lanterns the Famous Dietz Motor Car Lamps, and the tinued steel burners used in Dietz Lanterns.

THE GENERAL OFFICES OF THE COMPANY ARE IN THE NEW YORK CITY BUILDING, GREENWICH AT LAIGHT ST.

1840

From Candles to Kerosene

DIETZ made Candle Lanterns
in 1840.

DIETZ made Sperm Oil Lan-
terns in 1845.

DIETZ made the original Car-
cel Lamp in 1850.

DIETZ made the first Kerosene
Burner in 1859.

DIETZ made the original Tub-
ular Lantern in 1868.

DIETZ made the original
“Pioneer” Cold Blast Street
Lamp in 1880.

DIETZ made the original Cold
Blast Driving Lamp in
1887.

DIETZ made the original Cold
Blast Motor Lamp in 1896.

DIETZ made the first Tinned
Steel Lantern Burner in
1900.

DIETZ brought out the “D-
Lite” type of Hand Lantern
in 1912.

1913



JOHN L. SARDY.

John L. Sardy's Trip Around the World.—Early in 1894, believing that it would pay our Company to make a greater effort for export business, we arranged to have Mr. John L. Sardy make an extended trip around the world. He left New York on May 2, 1894, and visited Honolulu, Auckland, Wellington, Christchurch and Dunedin in New Zealand, which required about three months. He arrived in Australia, via Tasmania, on October 15th, and transacted business in Melbourne, Adelaide, Sydney and Brisbane; time required about four months. Thence through Torres Straits to Batavia, Java, where two weeks were necessary, and then via Singapore to British India, the cities visited being Madras, Calcutta and Bombay; time nearly three months. From India he went to China and Japan, visiting Hong Kong, Shanghai, Nagasaki, Kobe and Yokohama; the combined time spent in these places being about three months. The return to New York was made from Yokohama via Vancouver and Montreal. He arrived home after an absence of nearly eighteen months.



R. E. DIETZ COMPANY,

London Sales Office,

Nos. 29 Shoe Lane and 7 Farringdon Ave., London, E. C., England.

Opened 1896.

After Mr. Sardy's return from his trip abroad, our Company arranged to have him represent us in London, England, and he opened an office at No. 29 Shoe Lane, London, E. C.

John L. Sardy's Second Trip Around the World—Mr. Sardy, after acting as our representative in London for nine years, arranged to make a second trip around the world in our interests, and in March, 1906, he started out to re-visit the places included on his previous itinerary, with the following additions: Manila (Philippine Islands), Saigon (in Cochin, China), Penang (one of the Straits Settlements), Rangoon (in British India), Perth (in Western Australia), and Suva (in the Fiji Islands); returning to New York about the end of November, 1907, the trip having taken nearly two years. Mr. Sardy's combined mileage covered on the two trips in foreign lands, in our interests, was nearly 82,000 miles, made without any mishap whatsoever, except some personal discomfort in the excessively hot countries he visited.

John L. Sardy Deceased.—On May 12, 1912, Mr. John L. Sardy, whom we all held in high esteem and whose efforts materially increased the company's business in the foreign countries through which he traveled, passed away in London after a long and painful illness.

R. E. Dietz Company's London Representation.—The R. E. Dietz Company at this writing (1913) is represented in London by Mr. F. E. Hewitt, manager of the Universal Agency Company, 14A Newcastle Street, Farringdon Street, E. C., this company having continued the business established by John L. Sardy in 1896.

While the success of the R. E. Dietz Company is largely due to the efficient management of its officers, credit should be given the company's many faithful employees.



POMEROY L. SALMON.

P. L. Salmon has been connected with the lantern industry for the past thirty-two years, and may be classified as a veteran in the business. When the Steam Gauge and Lantern Company was incorporated in 1881 and took over the business of Dennis & Wheeler, of Chicago, Ill., he became a stockholder and officer of that company, and when the R. E. Dietz Company, in 1881, absorbed the business of the Steam Gauge and Lantern Company, he entered their employ, and was made manager of the R. E. Dietz Company's factories in Syracuse. He has been directly connected with our Company for the past sixteen years.



ERNEST C. EVERETT.

E. C. Everett was employed by the R. E. Dietz Company in 1895, as timekeeper. After showing his ability, in 1897 he was made general superintendent of the R. E. Dietz Company's factories, which position he has filled to our general satisfaction for nearly sixteen years. During this period, eleven patents were granted to him for improvements on goods manufactured by the Company.



CHARLES L. BETTS.

Charles L. Betts came with R. E. Dietz in 1885, the year before the company was incorporated. His entire time since (28 years) has been spent in improving and perfecting Dietz Lanterns. The first patent that was issued to him after the R. E. Dietz Company was incorporated was for a globe lift for a lantern, No. 364570, dated June 7, 1887. Since that date there have been no less than thirty-five patents for improvements on goods of our manufacture granted to him. The last patent issued to him bears date of January 7, 1913. He has, in addition to his patents, put into use many new methods of manufacture that have materially improved the Dietz line of goods.



LEWIS F. BETTS.

Lewis F. Betts was born December 23, 1829, and died May 18, 1911, aged eighty-two years. He was active almost up to the time of his death.

While Lewis F. Betts was not steadily employed by R. E. Dietz or the R. E. Dietz Company, he was more or less in their employ for nearly twenty-five years prior to his decease. It is safe to say that during the last thirty years of his life, he and his brother Charles made more improvements in lanterns than any others connected directly or indirectly with the lantern industry.

The first patent of importance of Lewis F. Betts, used by the R. E. Dietz Company, was No. 218911, dated August 26, 1879. More than twenty-five patents pertaining to lanterns were issued to him, the most prominent of which were those governing the principle of air supply in the Dietz Union Driving Lamp; the square tube, as used on our Victor and other lanterns; and the cross wire guard for Tubular Lanterns that is now popular the world over. He was also the inventor of the Dietz "Pioneer" street lamp.



EDGAR D. PRICE,

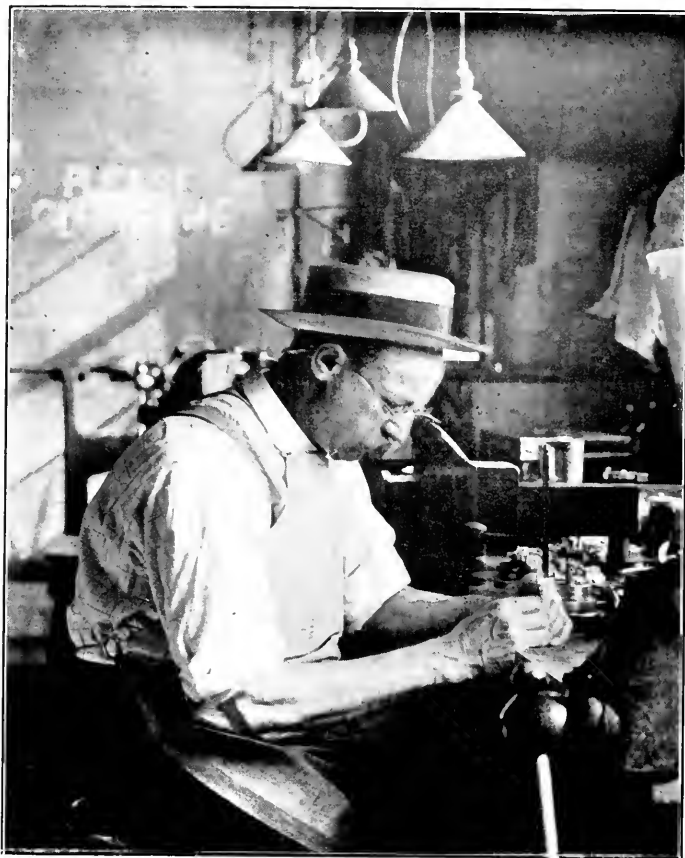
Edgar D. Price, Office Manager, came with the R. E. Dietz Company in July, 1906, taking the place of an accountant who left after fifteen years of service.

While this change disturbed our office routine for a time, we are pleased to record that it proved a great benefit to the business.



FREDERICK W. VAN DUYN.

Frederick Van Duyn, a nephew of the late R. E. Dietz, was employed by the company in 1888, two years after its incorporation. He at first occupied the position of bill clerk, and now attends to the purchase of a greater part of the company's supplies. He has been a faithful employee of the Company for the past twenty-five years.



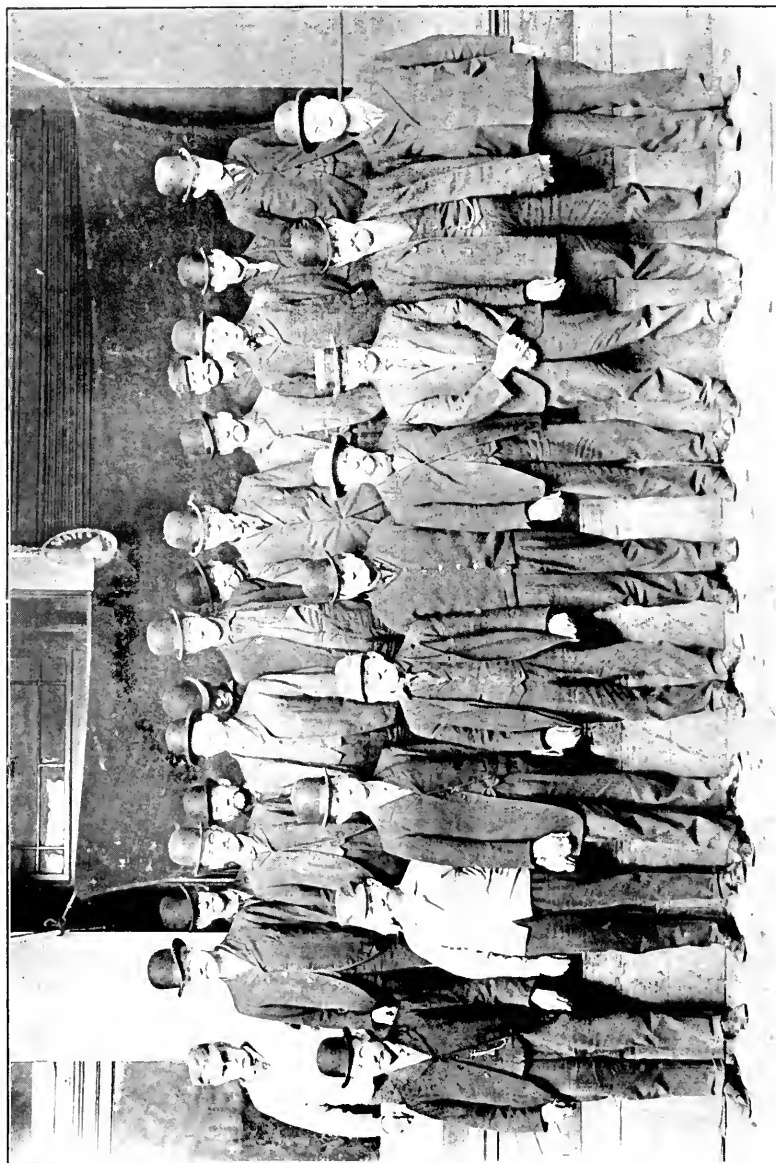
CHARLES ERB.

Charles Erb came with R. E. Dietz in 1872. He has been at the head of the tool-making department of the company since its incorporation. He is one of our most faithful employees, and has already spent more than forty years of his life with the Company and its predecessor.



KIRKLAND C. BARKER.

Kirkland Barker's father was the first bookkeeper employed by R. E. Dietz after he started in business in 1840. During the year 1877, when his son Kirkland was a mere boy, his father secured a position for him with his old employer, R. E. Dietz, and he remained with R. E. Dietz and the R. E. Dietz Company for nearly thirty-five years.



GROUP OF TWENTY-FOUR OLD EMPLOYEES OF THE R. E. DIETZ COMPANY'S
NEW YORK FACTORY.

Faithful Employees.—The R. E. Dietz Company and its predecessor have for many years given employment to a great number of hands, and in that way they have indirectly been the support of many families. At their two factories—one in New York and one in Syracuse, N. Y.—they employ about 800 hands, and when their third factory, now under construction at Syracuse, is completed, their working force will no doubt be increased to 1,000.

At present the company's pay-roll averages about 1,500 dollars per day, or about 450,000 or 500,000 dollars per year. The relations between employer and employee have always been amicable, and differences have been settled without loss of pay or shutting down of factories through strikes or lock-outs.

The Company takes great pride in the long service rendered by a great number of their help, many of whom have been in the employ of the Company and its predecessor for from five to forty-five years.

Of the group on the preceding page, one was pensioned by the Company after a service of forty-two years, one left after a service of thirty-six years, one died after being in the employ for thirty years, another died after a service of twenty-five years, and one left after a service of twenty-four years.

Nineteen are still in the Company's employ at this writing (1913):

Four of the nineteen have served from forty-one to forty-five years.

Four from thirty-five to forty years.

Four from thirty to thirty-five years.

And the remaining seven have served from twenty-three to thirty years.

Of the other 350 or more employees in the Company's New York factory, many have been in the Company's service from five to fifteen years.



A Group of Ninety-four Employees of The R. E. DIETZ COMPANY'S SYRACUSE FACTORY. Representing about one-quarter of our working force at our Syracuse Factories. Many of the group have been making Lanterns for the past twenty-five years, and the greater part of the balance (about 300 hands) have been in our employ for from ten to fifteen years.

The following is a specimen card such as is issued occasionally by the R. E. Dietz Company in the employees' pay envelopes:

**IS YOUR TRAIN MOVING,
Or Is It the Train On the Other Track?**

Every person has probably experienced the peculiar illusion that the train he was on was moving forward when, in reality, the train he was on was standing still, and it was the train on the next track that was going ahead.

Many a man has stood still in his tracks in the position he was holding and the other fellow went ahead because he studied the situation to ascertain how he could make himself more valuable to his employer.

Many a business has had to take down its sign and shut its doors because it has remained stationary, while the other fellow has spread out like a green bay tree because his force studied and planned and worked to better serve their employers.

You have always seen that we are constantly studying, planning and working to improve our goods and make them better.

Every facility is afforded you to improve yourself and increase your efficiency. Those who will not avail themselves of their opportunity, as occasionally happens, will find this no place for drones.

The train is moving steadily ahead. We have a plentiful supply of sand to keep the driving wheels from slipping. All aboard!

R. E. DIETZ COMPANY.

June 10, 1913.

Charles F. Eberhardt and Old Horse "Charlie."—This work would not be complete without special reference being made to two old employees (using the term "employee" for both man and beast). We refer to the late Charles F. Eberhardt and the old horse "Charlie" that he drove for so many years.

Charles F. Eberhardt came to work for R. E. Dietz in 1869, and worked continuously for R. E. Dietz and the R. E. Dietz Company for forty-one years. He died September 4, 1910.

In 1908, two years before his decease, he was stricken with paralysis, which affected one side of his body. He was no longer able to work, and was retired by the Company from active service on full pay.

Charles F. Eberhardt was not only held in high esteem by his employers, but by all his friends as well, and out of respect to him the works of the R. E. Dietz Company were closed on the day of his funeral.

The old horse "Charlie" was in continuous service of the R. E. Dietz Company for twenty-one years. He died in 1911, at the age of twenty-seven years. It is safe to say that in

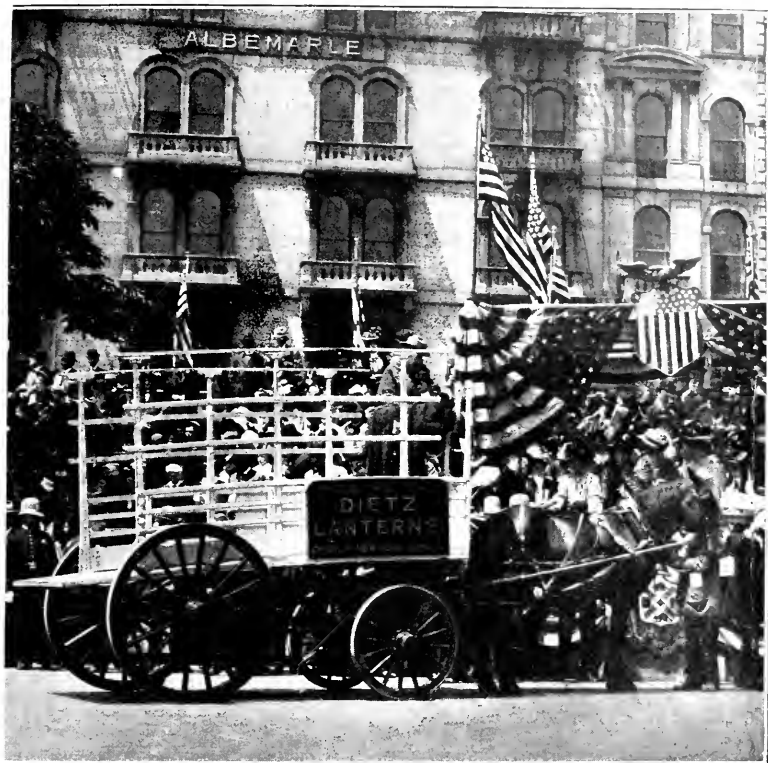


CHARLES F. EBERHARDT AND THE OLD HORSE "CHARLIE."

these years this horse covered over 40,000 miles in delivering Dietz Lanterns, a distance of almost twice around the globe.

The First Work Horse Parade was held in New York City on Memorial Day, May 30, 1907. Over 2,000 horses participated, and the display was a great success. The interest centered in the contest for the "Evening Mail" medal for the winner of the "Old Horse" Class. Our old truck horse "Charlie" then twenty-three years old and seventeen years in service, not only captured the "Evening Mail" trophy, but

also the first prize offered by the Association for Veteran Horses. His driver, Charles F. Eberhardt, then thirty-eight years in service, received from the American Society for the Prevention of Cruelty to Animals 25 dollars in gold. As veteran driver of the winning veteran horse, he also was



"OLD CHARLIE," the Veteran Truck Horse, Being Awarded First Prize
In First New York Work-Horse Parade, May 30, 1907.

awarded \$2.50 in gold, and a medal for well-kept harness. Horse and driver received the first honors over 2,000 entrants.

The Dietz Company had seven single horses and trucks that took part in the First Work Horse Parade, and to two of our entries were awarded no less than seven prizes.

We quote the following by the late Homer Davenport, from the "Evening Mail," June 1, 1907:

"On Memorial Day, May 30th, the first parade of the New York Work Horse Association took place, two thousand horses participating.

"The display was a great success, the interest centering in the contest for the 'Evening Mail' medal for the winner of the 'Old Horse' class.

"To see real work horses on parade brings a different applause than that sent up for the 'show' horses. The work horses on parade seem, by contrast, to be the difference between smart West Point cadets and veterans of our past wars. The cadets outmarch the old veterans, but when the veterans march past, half of them out of step, there comes a spontaneous cheer of approval. So with the work horses that passed in review on Memorial Day. In them we saw honest, true workers, who last winter were slipping and falling on the icy pavements; some of them beaten and abused by their drivers, not knowing why, and working on faithfully for their board and hoping for a kindlier day.

"When a horse survives the work of New York City seventeen years, it is no accident, but due largely to the good care given him. Charles F. Eberhardt, driver for thirty-eight years for the R. E. Dietz Company, should have been given a handsome gold medal to wear the remainder of his life for the good care he has given old 'Charlie,' twenty-three years old, seventeen years in continuous service, who came near being the best horse in the parade.

"To my mind, the man whose careful and considerate treatment has enabled 'Charlie' to win first prize in a horse parade where two thousand horses took part is a horseman in the finest sense of the word.

"Old 'Charlie,' aside from his age, is a remarkable horse. He is noble in appearance, and his head is finely shaped and shows character."

In 1908 old "Charlie" was again entered, with the expectation of carrying off honors in the Second Annual Work Horse Parade, but owing to his stepping on a nail shortly before the parade, he was slightly lame, and consequently was not in condition to show on parade day, much to the

disappointment of his veteran driver. There were, however, five other Dietz entries that year, and each received a prize.

Although Charles F. Eberhardt was no longer able to work in 1909, when Memorial Day came around and Charlie learned that his favorite was again entered for the parade, he pleaded so hard to drive him that he was allowed to do so. An assistant sat with him on the truck seat, and he was able to drive by holding the reins in one hand. Old "Charlie" was awarded second prize in the "Old Horse" Class this year. It proved to be the old driver's last ride behind him.

In 1910, on Memorial Day, old "Charlie" was again shown in the "Old Horse" Class, and for the second time was awarded first prize. On September 4th his life-long driver, Charles F. Eberhardt, passed away. "Charlie," the horse, lasted but a short time after his master. In 1911, on Memorial Day, he was shown for the last time in the Work Horse Parade, and this time secured second prize in the veteran class. In the fall of that year he was troubled with canker of the feet, and it was decided to let him spend the rest of his days in the country. He was taken in an ambulance to the Dietz farm, on Long Island, but shortly after reaching there passed away.

Dietz Blazed the Way.—The name DIETZ has been a familiar one to the users of artificial lights for three generations.

R. E. Dietz was not only the pioneer maker of Tubular Lanterns and Lamps, but was pioneer maker of Coal Oil and Kerosene Burners, and the pioneer manufacturer of Artificial Lights in this country. It would be a hard task to name all the valuable improvements introduced by the House of Dietz, during the past seventy years, on Lanterns, Lamps, Burners, &c. More real improvements have been added to Lanterns during the past forty or fifty years by Dietz than by all other makers combined.

With the assistance of the large list of satisfied customers, many of whom have been continuously on the books of the company and its predecessor for several decades, the volume of the business since the death of R. E. Dietz has been in-

creased many fold, which shows that we retain the friendship and esteem of our customers.

While we sold more dozens of Lanterns in 1912 than ever before, the present year shows that there has been an unprecedented increase in the demand for the "Old Reliable" Dietz Lanterns, the output having exceeded all previous records by many thousands of dozens.

The beautiful 200-page Catalogue, No. 43, recently issued by the R. E. Dietz Company, contains illustrations and descriptions of more than 100 different styles of Lanterns, Street Lamps, Driving Lamps and Station Lamps; Headlights, Side and Tail Lamps, for use on automobiles; and more than thirty different styles of Lantern Burners manufactured by us.

"The Old Reliable."



Standard Since 1840.

DIETZ quality is the standard that all other Lantern makers seek to attain.

When you purchase a DIETZ Lantern, you have a tried product which is endorsed by hundreds of thousands of users, and the only Lantern which has stood a genuine test of more than half a century.

This organization, the oldest and largest in the Lantern business, has been a success since its inception.

We have contributed to the industry almost every successful development that to-day is recognized as a standard or essential in Lantern construction.

The Burners, an important part of Lantern construction, are made under our supervision in our own works.

All the materials used in the construction of our Lanterns are the best the market affords.

DIETZ Lanterns, having been longest on the market, have

proven their claims for perfection and general satisfaction to the users.

DIETZ Lanterns are in a class by themselves. They are used in every country on the globe.

DIETZ Lanterns have higher value than any other make.

The general office of the R. E. Dietz Company is in New York City, Greenwich at Lighthouse Street.

Our Exclusive Sales Manager, Mr. Warren McArthur, who handles all our domestic business and manages all our domestic salesmen, has headquarters at No. 20 East Lake Street, Chicago, Ill.

We are represented in London by F. E. Hewitt, of the Universal Agency Company, at No. 14A Newcastle Street, Farringdon Street.

We also have active representatives in

Hamburg, Germany	St. Johns, Newfoundland
Calcutta, India	San Juan, Porto Rico
Bombay, India	Vancouver, British Columbia
Sydney, New South Wales	Phillipines
South Sea Islands	Straits Settlements
Buenos Aires, Argentine Rep.	Sumatra
Valparaiso, Chile	Java
Barranquilla, Colombia	Ceylon
Mexico City, Mexico	Korea
Havana, Cuba	China

New York City—Past and Present.

It is stated that the first street car ever built was constructed in New York City by John Stephenson, in November, 1832, and named the "John Mason."

NOTE.—I might add that at this writing (1913) New York is about the only city of prominence where the old horse car may be seen in daily use.

The following, from the New York "Sun" of November 22, 1912, may be of interest:

"STREET CAR PARADE EDIFIES BROADWAY.

Company Shows Public the Development of the Art of
Transit.

ALL TYPES ARE ON VIEW.

Horse-Drawn Vehicles of Vintage of 1860 as Well as the
Double-Decker of 1912.

Broadway had a parade yesterday morning, furnished by the New York Railways Company. The parade consisted of the various types of cars used in New York since 1860, and dating all the way up to a brand-new car which made its first appearance yesterday. The company gave the parade to show the public the development of the art of street railway traffic.

President Shonts started this parade just before 10 o'clock. The first car was an old model horse car, vintage of 1860, with horse and a driver dating from the same year. The car held twelve unabashed passengers.

Then followed a short, single-truck car, used in the cable car days of the '80s and '90s. It seated twenty-eight persons.

Third came the double-truck car, first used in 1896, with the beginning of electric operation, which seats thirty-six passengers. It was followed by the 1908 model of the "Pay-as-you-enter," familiar now to most New Yorkers, which is equipped with accident prevention appliances and seats forty-four.

Next in line of march was No. 5000, which has been traveling up and down Broadway since last January. This is the low-level centre-entrance type. This car seats fifty-one persons and is designed to prevent any accidents."

City of Five Millions.—New York City is rapidly advancing to first place in point of population. It has already achieved the primacy in all other respects.

Manufacturing Centre.—It is the greatest manufacturing centre in the whole world. The different lines of manufacture represent an investment of a sum nearly equal to half the total of the money in circulation in the United States. The army of workers connected with these manufacturing interests outnumber the entire population of Liverpool. The yearly pay-roll to the employees in these factories amounts to enough

to buy the entire city of St. Louis at the valuation put by the assessors upon that city of 800,000 people.

Statistics of New York City.—In the early part of this article one may get a good idea of what New York was a hundred years ago, when it did not extend above Chambers Street.

What It Costs to Run New York City.—According to the census of 1910, New York City is the second most extravagantly governed city; it costs 119,681,592 dollars a year to run it, or \$25.11 for each person in the city. The New York Police Department is the largest drain on its finances. The total for the Police Department was 16,396,347 dollars. New York's Fire Department cost 9,383,601 dollars. It cost New York City for health conservation 2,819,773 dollars. New York spent

\$ 9,563,000	for sanitation
15,678,000	for highways
9,900,000	for charities, hospitals and correction
30,753,000	for schools
1,737,000	for libraries and galleries
3,424,000	for recreation

New York's revenue receipts aggregated 197,000,000 dollars, including

\$141,000,000	from property, business and poll taxes
7,000,000	from licenses and permits
12,000,000	from special assessments; and
1,290,000	from departmental fees, rents and sales

Tax Rates and Debts.—According to the most reliable statistics compiled, those of the United States Census Bureau for 1910, the true average rates of taxation per \$1,000.00, for the seven leading cities of the United States, are:

St. Louis\$11.41
Pittsburg12.93
Chicago13.53
Philadelphia14.66
New York17.73
Baltimore18.89
Cleveland20.14

The public debts of the largest cities, in total and per capita, are:

St. Louis	\$ 25,856,690	\$ 37.63
Chicago	95,615,347	43.75
Philadelphia	100,259,845	64.73
Cleveland	42,678,563	76.12
Pittsburg	56,438,613	105.71
Baltimore	62,016,179	111.04
New York	1,024,694,443	214.96

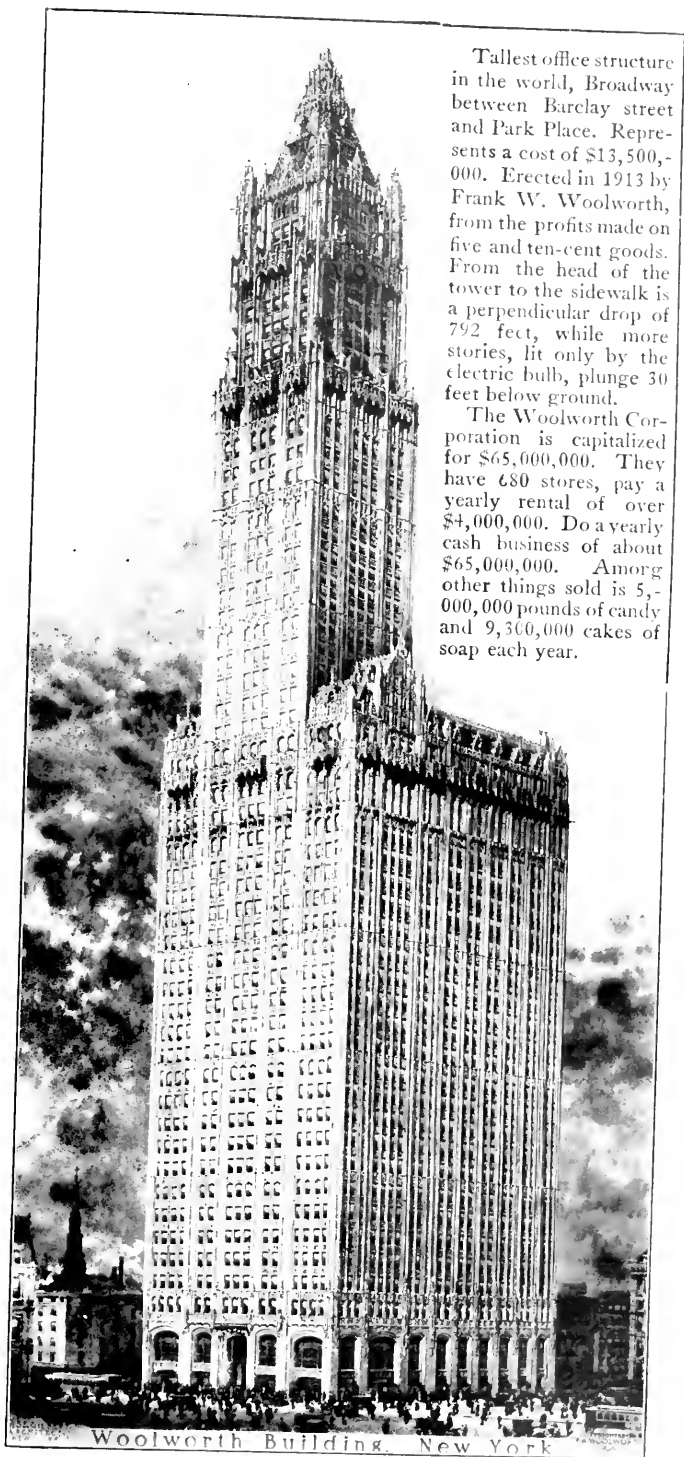
The most of the following statistics of New York's present greatness were taken from various issues of the New York "Evening Mail," and may be considered authentic.

New York City's Realty.—New York has realty worth more than one billion six hundred million dollars that pays no taxes, among which is Governor's Island, that was sold, in 1637, by the Indians to the Dutch, for the equivalent of \$1.65, and is now valued at six million five hundred thousand; and Bryant Park, that contains 128 building lots, which was purchased for a burying ground and cost the city, in 1823, eight thousand four hundred and forty-nine dollars, is now valued at seventeen millions.

Tallest Buildings.—New York has the tallest buildings in the world. An army of over 50,000 men are kept busy putting up new buildings. An average of one building an hour is completed. New York's tallest buildings are as follows:

	—Height—	
	Stories	Feet
The Woolworth Building.....	55	750
Metropolitan Life Tower.....	50	700
Singer Tower	41	612
New Municipal Building.....	24	560
Bankers' Trust Building.....	39	539

Largest User of Steel.—New York is the largest user of structural steel, with contracts let for 70,000 tons of steel for one bridge that is to be erected in New York within the next two years; with 30,000 tons of steel in each of the city's two great railroad stations; with 26,000 tons in the Woolworth Building, and with as much in the new Municipal Building. With all this use of structural steel, it is easy to see that New



Tallest office structure in the world, Broadway between Barclay street and Park Place. Represents a cost of \$13,500,000. Erected in 1913 by Frank W. Woolworth, from the profits made on five and ten-cent goods. From the head of the tower to the sidewalk is a perpendicular drop of 792 feet, while more stories, lit only by the electric bulb, plunge 30 feet below ground.

The Woolworth Corporation is capitalized for \$65,000,000. They have 680 stores, pay a yearly rental of over \$4,000,000. Do a yearly cash business of about \$65,000,000. Among other things sold is 5,000,000 pounds of candy and 9,300,000 cakes of soap each year.

Woolworth Building, New York

York is the world's largest consumer of this product of the steel mills, twenty-five millions' worth of steel a year. It is steel that has made the skyscrapers possible; that has made the Subways safe and feasible; that has brought the spanning of the East River within the powers of man.

New York's Hotels.—A hundred years ago there was not more than one really first-class hotel in the whole city. New York now has more hotels, finer and better hotels than any other city in the world. There are 750 hostelrys in five boroughs, not counting 12,000 Raines' Law hotels, places that make the sale of liquor their chief business. They represent an investment of three hundred and fifty millions, which is a sum greater than the assessed value of all the real estate in the whole city of Baltimore. These hotels have accommodations for three hundred and fifty thousand people, which means they could feed the entire population of Cincinnati, or could quarter the whole standing army of Great Britain and its colonies. It requires an army of fifty to sixty thousand men, women and boys to run these 750 hotels. This is a force equal to the entire array of officers and men in the United States Navy. They can accommodate one hundred thousand residents and two hundred and fifty thousand transients.

New York's Restaurants.—There are over 7,000 restaurants in New York City, in which there is invested over two hundred and fifty millions. Over one million five hundred thousand have lunches each day in these places. About one million dinners are served. More than five hundred thousand breakfasts are supplied. Nearly five hundred thousand suppers are required. This means a total of three million five hundred thousand meals served in the restaurants of the city between each dawn and the fading of the white lights in the small hours of the next morning.

It has been ascertained that the average payment for a meal, grouping all the sorts of restaurants, is something over half a dollar, making the daily meal tickets of the whole army of restaurant patrons foot up to one million eight hundred thousand, or something like six hundred and fifty millions for the year. This sum equals the entire receipts, in a year, of the United States Government from tariff duties and internal

revenue taxes. The tips alone average over fifty millions a year; in other words, the gratuities to waiters in New York restaurants alone would build four bridges such as now span the East River.

New York's Theatres.—There are more and finer theatres in New York than any other city in the world. It is estimated that the city's amusement bill foots up to fifty millions a year.



NEW YORK SKYLINE FROM HUDSON RIVER.

Taken at the Time of the Hudson-Fulton Celebration, September, 1909.

Food Supplies.—New York is a consumer rather than a producer of food supplies; the biggest consumer in the world, its supply costing over two billions per year. The daily supply of meats amounts to four million pounds, or one billion four hundred and sixty millions yearly.

What It Costs to Light New York.—New York is probably the best lighted city in the world. The gas and electric bills of the city at the present time amount to over sixty millions a year.

Note.—In 1697 the streets of this city were lighted, on other than moonlight nights, from the lights displayed in the win-

dows of the houses fronting on the respective streets, according to the manner directed by the Mayor. About a hundred years later the streets of New York were lighted with sperm oil lamps. Gas street lamps were not introduced here until 1827. At present writing New York is so well lighted with electricity that Broadway is called the Great White Way.

New York's Telegraph System.—New York has, at the present time, the most complete telegraph system in the world, having wires reaching out over the land nearly two millions of miles, and under the ocean, to other lands, over fifty thousand miles of cable. With the introduction of night letters, and consequently, the day letter, the business of these companies has grown enormously, being now estimated at one hundred and fifty millions of messages a year. About 20 per cent. of this business originates in New York and terminates here. In connection with the present tremendous expansion of telegraphy, the following is of interest:

Samuel F. B. Morse, a young artist who was born and reared in New England, when but a few years past his majority, at the close of the second war with England, took up his residence in New York. He was the founder and the first President of the National Academy of Design. Like Fulton, Morse was an enthusiast in science, and when on a return voyage from Europe (whither he had gone in pursuit of his art), a fellow-passenger called his attention to recent experiments conducted in Paris, with the electro magnet, and told him that the transmission of electricity through a wire from one point to another, had been found to be practically instantaneous, the construction of the electric telegraph at once became the absorbing purpose of his life. This was in 1832; and he gave the first exhibition of telegraphy in 1835. At the end of 1837 he had perfected his instrument and his alphabetic system of dots and dashes, and had devised means of producing electricity and of conveying it from place to place. His labors, however, had left him with an empty purse, and he had still to conquer the incredulity that barred the way to general use of his invention. He appealed to Congress for an appropriation with which to establish an experimental line between Washington and Baltimore, and finally, towards the close of the session of 1843, the House voted such an appropriation by a large majority. All that was now needed was the favorable action of the Senate, but on the last day of the session the telegraph bill was still far down on the docket of that body,

and Morse left the capital late in the evening with little hope that it would be reached before the hour of adjournment. He returned to his hotel, counted his money, and found that after paying his expenses to New York, he would have less than a dollar left.

The next morning, as he was going to breakfast, he was informed that a young woman was in the parlor waiting to see him. He found his caller to be Miss Annie Ellsworth, daughter of the Commissioner of Patents, who had been his most steadfast friend during his long fight in Washington.

"I came to congratulate you," was her greeting.

"For what, my dear?"

"On the passage of your bill. Didn't you know?"

"Oh, you must be mistaken," said Morse. "I stayed in the Senate until late last night, and came away because there wasn't any prospect of its passage."

"Am I the first to tell you?"

"You are, if it is really so."

"Well," she continued, "father remained till after adjournment and heard it passed. He told me only a few moments ago, and I asked him if I could tell you about it."

"Annie," said Morse, with a joyful tremor in his voice, "the first message sent from Washington to Baltimore shall be sent by you."

First Telegraphic Message.—By May, 1844, the experimental line connected Baltimore with Washington, and Miss Ellsworth was summoned to send the first message. It read, "What hath God wrought?" and the original is now preserved among the archives of the Connecticut Historical Society. Proof was forthwith furnished of the practical usefulness of the telegraph, and soon lines were building in all States. The development of the telegraph brought wealth and fame to its inventor.

His last days were passed in honored and delightful retirement in New York; and when he died, in May, 1872, his last city home was house No. 5 West Twenty-second Street, on which site a tablet was erected in his memory.

A statue of Samuel F. B. Morse can also be seen in Central Park (Seventy-second Street, near Fifth Avenue). It was erected by the telegraphers of the country.

R. E. Dietz was interested in a conductive wire for use in submarine telegraphy, and the following is a facsimile of a letter sent to him by Samuel F. B. Morse from Locust Grove, Poughkeepsie, N. Y.:

Locust Grove Pokepsie
Sept 7. 1859.

Dear Sir,

I have examined the
specimen you showed me, of your
mode of composing the Conduc-
ting wire for Submarine tele-
graphy, and in reflecting
upon the principle involved
in the Composition, I cannot
but think a conductor on
your plan would facilitate
the working of Submarine &
Subterranean Telegraphs and
Possibly may be in some degree
if not altogether an antidote
to the difficulty, encountered
in the Atlantic cable, of retarda-
tion of the current. On this
matter however I would not

be sanguine, as I have had
no experience of conductors
formed of two variously con-
ducting media, upon induction.

I think at least your plan
is worthy of a trial on suf-
ficient length of submarine
or subterranean telegraph
to test this point. ~

Wishing you success
I am with respect
Yrs. obls.
Saml. F. B. Morse

New York As a Money Centre.—Bank clearances show New York to be the money centre. Banking powers of New York City are a fourth those of any nation.

New York a Great Railroad Centre.—Eleven great railroads focus here. The inbound and outbound freight handled by the railroads coming to New York amounts to over five million two hundred and fifty thousand tons per year.

New York As a Seaport.—New York leads among the world's greatest seaports; 114 steamship lines enter the harbor. In 1911 nearly ten thousand vessels entered this port.

City's Greatest Asset.—The city's greatest asset comes from the water fronts it owns. They represent a minimum value of one hundred millions. The city's income from this is about four millions annually.

New York's Dry Docks.—New York has the greatest dry dock at the Brooklyn Navy Yard. It cost two millions five hundred thousand dollars. It will receive a 26,000-ton battleship.

New York's Bridges.—The city has the world's greatest bridges. New York has erected across the East River four of the world's ten greatest bridges, beginning with the Brooklyn Bridge, which was one of the wonders of the world when erected. It was begun in 1870, opened in 1883, has cost twenty-two millions to date, and its cables carry a permanent weight of 14,680 tons of steel. It is crossed daily by over 4,000 trolley cars and as many elevated cars.

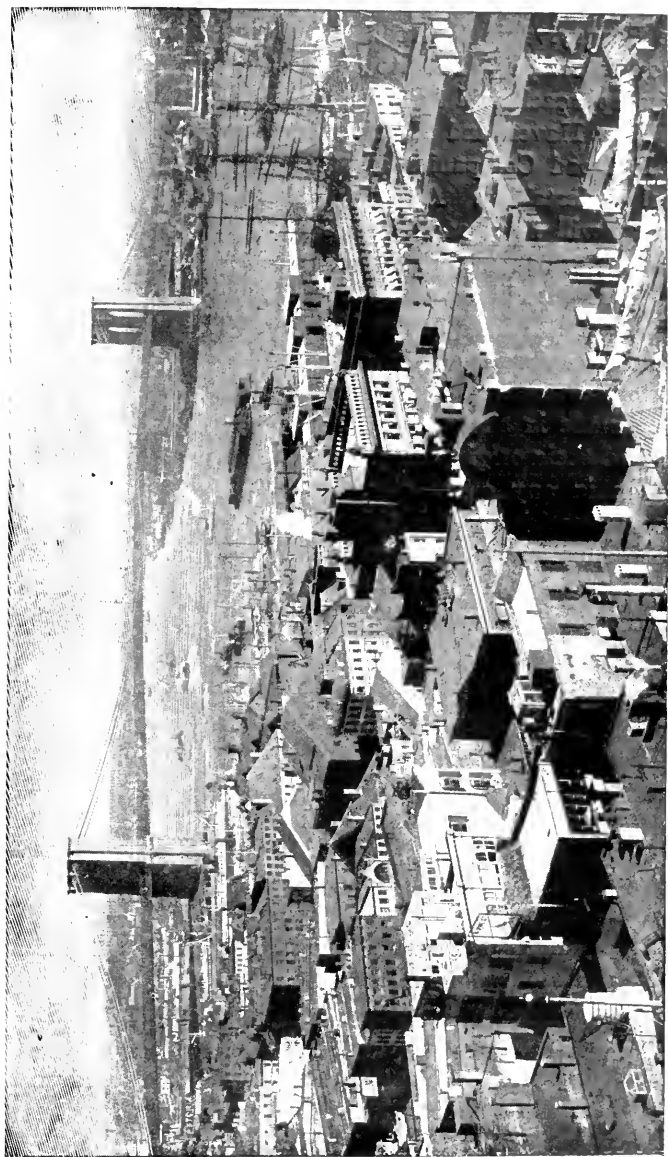
The Williamsburg Bridge, completed in 1903, is made of 45,000 tons of steel, 8,000,000 board feet of timber, 190,000 cubic yards of masonry; it is crossed daily by 5,000 trolley cars and 1,200 elevated cars; but its traffic capacity has not yet been developed. It is the greatest suspension bridge in the world. Each of its four cables weighs 6,300 tons. It is 6,855 feet long, 120 feet wide, and will carry four trolley and four subway tracks, besides a thirty-five-foot roadway and two eleven-foot promenades. It cost ten millions.

The Queensboro Bridge, opened in 1909, cost twenty-five millions; it has six millions' worth of steel in its superstructure.

Manhattan Bridge, paralleling the first, or Brooklyn Bridge, cost, with land, about twenty millions.

The four East River bridges have collectively twenty-six railroad tracks. These tracks, if used to their capacity by railroads, could transport, in an hour, in each direction, across the bridges, 550,000 people. In a little over three hours, without inconvenience, the whole population of Brooklyn could be brought to Manhattan through the use of the railroad facilities.

The city has built one hundred and thirty-five million dol-



BROOKLYN BRIDGE, SEEN FROM 67 WALL STREET.
Begun in 1870. Opened in 1883.

lars' worth of bridges, chiefly over the East River and the Harlem River.

The Pennsylvania Railroad is building the greatest of all the world's bridges. It is to be erected over Hell Gate, and with its approach will be over three miles long. The New York, New Haven and Hartford Railroad and the Pennsylvania Railroad Companies are the corporations behind this colossal undertaking. A rough estimate of the amount of steel that will be needed for its structure is put at 70,000 tons, all of which will be in constructed parts weighing up to 150 tons. It will have a span of 1,000 feet over Hell Gate, and five spans of from 140 to 200 feet. The cost is expected to be not less than eighteen millions.

Women's Clothing.—Three-quarters of all the women's clothing made in shops comes from New York City. Shirt waists had their origin and perfection here. More are made here than in any other city. A billion dollars' worth of wearing apparel is made in this city yearly. The two leading industries in New York are women's and men's clothing.

Greatest Cotton Market.—New York is the greatest cotton market in the world, four-fifths of the cotton crop being sold here.

China Ware.—China ware to the value of ten millions is sold in this city annually.

Pianos.—New York makes the most renowned pianos in the world; makes more pianos than the rest of the country put together, and makes more than any other city or country in the world. The wholesale value of a year's output amounts to over thirty-one million dollars.

Brewing.—Brewing is the ninth industry in this city. The value of the annual output amounts to over sixty-three million six hundred thousand dollars.

Oil the Wonder Worker.—Oil is the wonder worker of modern industry. In ten years past the records show that there was exported from this country over two hundred and seventy-three million dollars' worth of oil.

What copper was to the ancients and iron to the medievals, oil, with its myriad by-products, is to the modern world. The "cause" producing the "effect" of easy moving machinery,

cheap motive power, quick transportation, and all the essential comforts which man has become so accustomed to that he never notices them, can be traced directly to the burning water of the Japanese and the medicine waters of the Western Indians. While still considered to be in its swaddling clothes, the oil industry has reached proportions which overtop all but a very few of the American trades.

It was in 1858, a bare half century ago, that Edwin L. Drake, a conductor on the New York and New Haven Railroad, started his first oil well. The incident, with the torrent of ridicule which was heaped upon Drake, are well within the memory of many of the citizens of New York, who have watched the industry grow from 1860, when the arrival of a dozen barrels of the slimy, horrible-smelling liquid in port was enough to cause comment, to this day, when the almost incalculable amount of one and a quarter billion gallons of crude petroleum and its products leave New York Harbor annually.

The Largest Exporting City.—New York is the largest exporting city in the world, sending into foreign markets manufactures of iron and steel at the rate of almost half a million dollars per day.

Exports of Copper.—Copper leads in exports of metal. The largest single item in the city's annual exports is copper, with a total value, in 1911, of seventy-one million two hundred and sixty-one thousand and eighty-seven dollars. In the shipments to foreign ports, the total for the country was ninety-eight million seven hundred and five thousand three hundred and eight dollars. The quantity of this metal shipped from this port was about half the entire production of the country.

Wonderful New York.—The following appeared in the New York World February 9, 1913:

“In 1850 New York City, With the Exception of the
Church Spires, Had a Skyline Four Stories
High.

Manhattan Island Proper Was Scarcely Half
Covered With Dwellings, and the Total
Population Was 696,115.

By Dr. Joseph Caccavajo, C. E.

If a San Francisco earthquake, a Chicago fire or a Galveston tidal wave should attack New York in the daytime could the population of lower Manhattan Island escape?

Decidedly not. The streets would not be half large enough to hold the mass of men and women that would swarm out of the skyscrapers.

Should some unusual occurrence start a panic below Chambers Street not more than three-quarters of the office workers could get out of the buildings.

The streets would be so clogged that it would be impossible to force a way into them. They would be packed solid with struggling men and fainting women; the strong would trample on the weak; a few would escape into the upper part of the island, but thousands would die, crushed under the boots of the fear-stricken mob.

The Iroquois Theatre horror would be repeated on a mammoth scale. There would be insufficient exits and men and women would murder each other in the hopeless, selfish fight for life.

New York is the only city in the world which has a district where the streets will not hold the population of the buildings fronting upon them.

It is a tremendous problem that the city faces. The only remedy in sight is a complete rebuilding of downtown Manhattan.

72,000 Population In Ten New York Skyscrapers.

Building.	Population.	Floor area in Sq. Ft.
Fifth Avenue	5,000	550,000
Metropolitan Life	15,000	1,085,000
Woolworth	7,000	785,000
Singer	4,000	341,000
City Investing	7,500	500,000
Pulitzer	3,000	266,352
Terminal	9,500	977,000
Adams Express	8,000	678,720
Municipal	8,000	800,000
Broad Exchange	6,000	600,000
Total population of ten buildings		6,583,072
		72,000

This amount is equal to the population of Schenectady, N. Y.

New York tears down a building which has a hundred tenants and puts up on the same site one mighty pile with 10,000 population. The great Woolworth Building is planned to contain that many persons, and its fifty-five floors are ready for occupancy. The great new Equitable Building, with its thirty-six stories, will accommodate 10,000 more, so will the Adams Express Company's new structure at Broadway and Exchange Alley. And there are many other such buildings planned.

To-day if the daylight population of lower Manhattan should try to escape from the stores and offices at one moment they would be piled two deep in all the streets from Bowling Green north to Vesey Street, and between Greenwich and Pearl Streets! At the present rate of growth they would be six deep under similar conditions twenty years from now.

The original city of New York was laid out between the years 1807 and 1811. The men of that time planned streets to the end of Manhattan Island. They were looked upon as visionaries, and in their report they apologized and admitted that they should be subject to criticism. They, of course, foresaw no such congestion as now exists in lower Manhattan.

There are half a million persons during business hours in this congested area, which extends from Bowling Green to the City Hall (about three-quarters of a mile) and from Pearl to Greenwich Streets (less than half a mile). In this section there are comparatively few buildings that are not in the skyscraper class.

This part of New York has a street area of about 1,113,000 square feet. Let us assume that each person occupies a space of two feet by eighteen inches. Piling out in the streets at the same time, they would take up almost twice that area. In other words, half the people would be struggling over the heads of the other half. And these figures do not allow for any vehicles that might be in the streets.

The streets in lower Manhattan in the area I have mentioned will accommodate just 300,000 persons at one time, and there are a half-million doing business there every week day. Why all this congestion? Why this lack of room in the streets? Is anybody to blame?

Assuredly not. When New York was laid out a century ago lower Manhattan was a modest place, indeed, with a population of 96,373. What are to-day mighty arteries of business and traffic were then country lanes or alleys, amply wide enough to accommodate all who would use them. One and two-story buildings were dotted along these lanes and alleys and there was room in the streets for everybody without a bit of jostling.

Next came three and four-story buildings, and still there was plenty of room. When the six-story buildings were put up we arrived at the period of the elevator. These higher buildings in turn gave way to the skyscraper some thirty years ago. In 1882 the tallest building in New York was ten stories. We jumped to fifteen, twenty, thirty and more stories, and the streets were still the same width.

The daily average number of tickets sold at the Fulton Street Subway Station is 43,174; at Wall Street, 22,158; at Bowling Green it is 15,124. The L roads show about the same, or a total of some 160,000 persons. The Brooklyn Bridge, the McAdoo tunnels, the street cars, the ferries from Jersey, Brooklyn and Staten Island, to say nothing of the Pennsylvania, Long Island and other railroads, dump in their hordes every morning.

This population will grow. To accommodate the increasing influx of persons there will be more and more skyscrapers. Yet the streets will be no wider.

The only change ever made was that by Borough President McAneny and his consulting engineer, Mr. Goodwin, who have been clearing out the encroachments on the streets. Millions of square feet of city property, used for years by private owners for show windows, facades, pilasters, stoops and the like, are now reclaimed. This has widened the streets somewhat, but it is not near enough.

New York City has doubled in size in the last twenty years. Experts say it will double again in the next twenty years.

This means that in 1930 we shall have a daylight population on Manhattan Island of ten million persons. Where we have one skyscraper now we shall have three then.

Now assume the catastrophe, with our streets and all the extra population. To-day they would be piled two deep in the thoroughfares if all had to escape at once, as they did in San Francisco when the entire populace took to the streets while the city was rocking and swaying.

New York City's present city limits will embrace a population of 25,000,000 in 2013, and there will be 10,000,000 more within an hour of the City Hall, most of them doing business on Manhattan Island. Our city line will have to extend to Connecticut and to Putnam County. All Long Island will be part of the city. The elevated roads will be torn down and the bridges over the rivers will be obsolete monuments of another age. Under-river and under-street tunnels will take the place of the traffic ways we see to-day.

New York must be rebuilt; it is to be at a cost of sixty billions of dollars. When it is rebuilt the world will contain a population of five billions, of which 600,000,000 will live in the United States. Five billion is a large number, yet New York State could make room for them all, and there would be less population per acre than Manhattan Island holds to-day.

A hundred years from now New York will have a daily death rate of some 1,500 and a birth rate of 2,000. Think of the room our streets must have for funerals! New York is now growing at the rate of 17,000 persons a month or 200,000 a year. The population of no other city in the world is increasing so rapidly. It is estimated that London will be the second city in size within two years. To-day there are 500 more persons in New York than there were yesterday, and it is the same every day.

There is just one remedy. Our narrow streets downtown must be arched. The sidewalks must reach under the buildings on the street line. Some streets must be closed to vehicular traffic during business hours, so that pedestrians may have the entire street as a sidewalk, as they practically have now in Nassau Street from Wall Street to the Brooklyn Bridge.

This will provide room under normal conditions. Suppose a great fire swept us, or we had an earthquake—what then?

The Density of Population in New York.

In New York the space for each person is as follows:	Which gives the following number to the acre:
Manhattan 29 sq. yds.	Manhattan 166
Brooklyn 147 sq. yds.	Brooklyn 33
Bronx 285 sq. yds.	Bronx 17
Queens 968 sq. yds.	Queens 5
Richmond 2120 sq. yds.	Richmond 2

After placing the manuscript for this book in the hands of the printer, I found it necessary to make a number of corrections and changes on the proofs when same were submitted, and while I realized that the changes caused delay, it seemed as though the printer was taking a longer time than necessary to complete the job, and I did not hesitate to make this fact known to him. The printer, believing that the delay, if any, was caused by myself on account of a readjustment of some of the pages after they were completed and new matter being added, he sent me the verses as they appear on the following page, with a note saying that he hoped I would take no offense at same, and as I rather enjoyed reading his poem, I thought others might also.

A Leaf About the Fast?

(A wail from the Printer.)

There was a man from New York State,
Who, as he sat and scratched his pate,
Exclaimed, "By gum! I'll write a book
That'll make the world sit up and look."

He started in long years ago,
Before his beard began to grow;
But now, the beard and earth have met
And still the book—aint finished yet.

When he began this book to write,
'Twas no such thing as electric light,
But weary Pilgrims groped their way
By means of "Lanterns'" flickering ray.
'Twas in the days where from the heights
Of Old North Church they hung the lights
That signalled Paul to start his ride
That's ever been New England's pride.

(I mention this just here to prove
How New York people slowly move,
If, to write a "Leaf" an age it took,
How long will it take to write a book?)

This author then he worked the pace
That a snail would run to win a race.
He'd write a line, then mark it out
And turn the whole thing all about.
Old "Charley Horse," he stood serene,
Hitched to a post at page sixteen,
But when this author he got through,
He found himself at ninety-two.

We all admit New York is fast
'Bout things that make one stand aghast,
But writing books, there's such delay,
They never get through till Judgment Day.

And yet this author, he's all right,
He's short on books but long on "Light,"
So we'll forget how long he takes
On account of the "Lamps" and things he makes.

—L. H. Jenkins.

Author's Concluding Remarks.

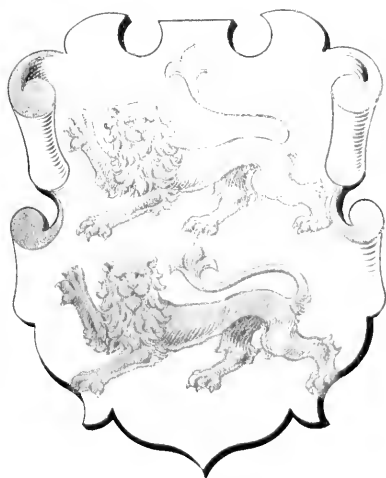
Under date of Dec. 9, 1913, which was about the time this book was ready to go to press, I received a letter from my cousin, Mrs. Ella M. Dietz-Glynes (who now resides in London, Eng.), eldest daughter of William Henry Dietz, my father's first business partner. In her letter she suggested that I illustrate, in this book, the Diez or Dietz Coat of Arms, which is reproduced on the following page. It consists of two Golden Leopardis-Lyons, one over the other, in a red field.

It is said that "there is not anything so powerful as the aggregate of many small things," and in assembling the many little details of this work, I have spent much of my odd time during the past two years. If the book proves of interest to those who may read it, I shall feel well repaid for the time spent on it.

Sincerely,

A handwritten signature in cursive script, reading "Fred Diez". The signature is written in dark ink and features a long, sweeping horizontal stroke at the end.

New York, Dec. 20, 1913.



Dietz



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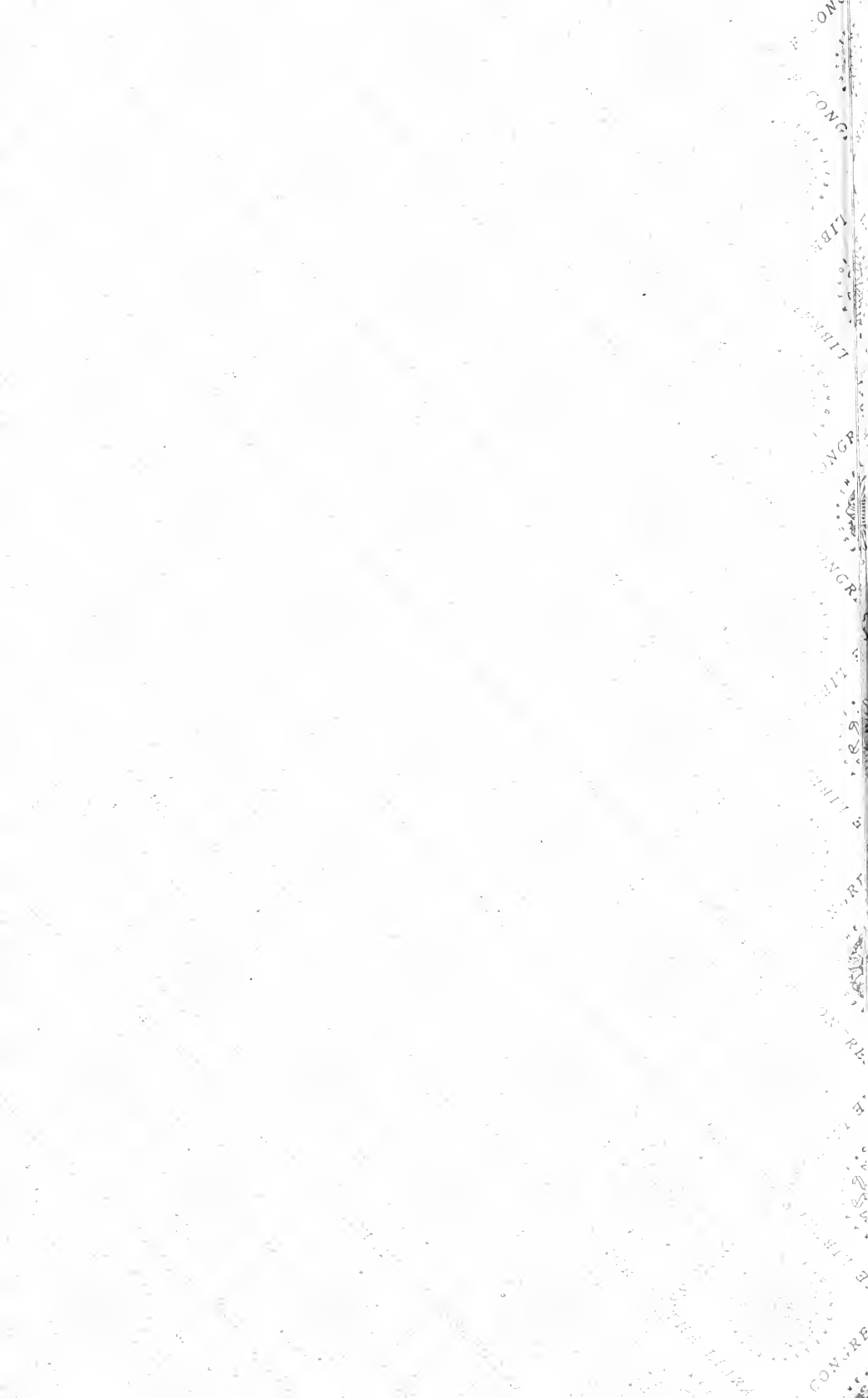
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